FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX" Regd - and be safe

THE SPHERE, JULY 20, 1946
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXVI No. 2426 WITH WHICH IS INCORPORATED THE GRAPHIC JULY 20 1946

Bulmer's

DIEU ET MON DROIT

BY APPOINTMENT
Cider Makers
TO H.M. KING GEORGE VI
H. P. Bulmer & Co., Ltd.

CHAMPAGNE CIDER

MADE BY THE AUTHENTIC CHAMPAGNE PROCESS

Obtainable at all the best Hotels and Restaurants

Grant's Scotch Whisky

McVITIE & PRICE

Biscuits of Highest Quality

EDINBURGH • LONDON • MANCHESTER

GREYS CIGARETTES

Just honest-to-goodness tobacco

WARDONIA BLADES
FOR BETTER SHAVES.

THE PERFECT APPETISER Bass

TRADE MARK

MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1

MOTOR POLICIES

PRICE ONE SHILLING AND SIXPENCE REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM Office : Commonwealth House, 1, New Oxford Street, London, W.C.1

VAUXHALL cars

A statement of the position

As we have to share our production between export and the home market, there are not, at present, enough Vauxhall cars available to give the prompt delivery we would wish.

We are sorry about this, but things should be better soon. In the meantime, each district is receiving a fair allocation of cars, and your local Vauxhall Dealer will give you information regarding delivery.

TO PRESENT VAUXHALL OWNERS

Vauxhall Dealers and ourselves are making very special efforts to bring our maintenance service up to pre-war standards of promptness.

VAUXHALL MOTORS LIMITED LUTON

Business must fly . . .

It is not
too soon for YOU to
examine how the services of
Airwork Limited can be employed
to advantage in YOUR business. Valuable time is saved when urgent cargoes
are sent by air to far flung mines, oil wells or
plantations. Since 1929 Airwork Limited have
trained and employed specialists who make aviation for commercial and industrial enterprises
practical, safe, economical. Their services
are available to owners of fleets
or single aircraft at home
or abroad.

THE SERVICES OF AIRWORK LTD:

Air Transport Contracting ● Sale and purchase of new and second-hand aircraft. ● Operation and management of flying schools and clubs ● Fly-yourself and air-taxi hire

AIRWORK
LIMITED

IF YOU HAVE AN AIR TRANSPORT PROBLEM
CONSULT
AIRWORK LIMITED • WESTBROOK HOUSE • HOUNSLOW • MIDDLESEX • HOUNSLOW 5451

Why your help is needed

It is not surprising that from an army of four and a half millions there should come many cases of human hardship that cannot be met by Government relief schemes.

The Army Benevolent Fund, by grants to suitable service institutions, helps to provide the financial assistance that thousands of such people so sorely need. It looks to you for the means.

It would be an affront to the dignity of men, women and children who are suffering — and to your own — to appeal to your pity in this matter. Please give us all you can, out of a simple sense of gratitude for " services rendered."

SUPPORT THE
ARMY BENEVOLENT FUND
PATRON: H. M. THE KING

Donations payable to The Army Benevolent Fund may be sent to Field-Marshal The Earl of Cavan, 20, Grosvenor Place, London, S.W.1, or paid into any Bank in Gt. Britain or Northern Ireland.

(Registered under the War Charities Act, 1940)

TANNOY "SOUNDS GOOD!"

TANNOY

"A WIZARD JOB!"

Many hundreds of TANNOY SOUND INSTALLATIONS are doing a "wizard job" on such establishments as large aerodromes, factories, railways, etc.

Vast technical advances and extensive research have resulted in the production of a range of equipment capable of meeting the most exacting requirements.

"TANNOY" is the registered Trade Mark of equipment manufactured by
GUY R. FOUNTAIN, LTD.
"THE SOUND PEOPLE"
West Norwood, S.E.27, and Branches.
'Phone Gipsy Hill 1131

THE LARGEST ORGANISATION IN GT. BRITAIN SPECIALISING SOLELY IN SOUND EQUIPMENT

Volume CLXXXVI No. 2426

The SPHERE, London, July 20, 1946

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

THE GROUNDING OF THE CONSTELLATIONS—THE PENNSYLVANIA AIR-LINER DISASTER WHICH LED TO ALL MACHINES OF THIS TYPE BEING BANNED TEMPORARILY ON THE WORLD AIR ROUTES : The burnt-out wreckage of the machine in which five people lost their lives

While the Constellation planes bought from America by the British Overseas Airways Corporation have been involved in no trouble, there have been seven recent accidents to Constellations in the United States, and the latest of them, which occurred at Reading, Pennsylvania, has led to the grounding for thirty days of all Constellation aircraft flying on the world's airways. The grounding order, which was first made by the United States Civil Aeronautics Board and led to immediate action by the British authorities, has created a first-class sensation in aviation circles and an unprecedented hold-up on the Atlantic routes. It will allow time for an official inquiry into the latest American crash, and, if necessary, for modifications to the air lines. Mr. D. Behncke, president of the U.S. Airlines Pilot Association, speaking in Chicago after the Pennsylvania disaster, declared : " From reports of Constellation pilots a definite fire hazard exists in the induction system of the power plants of this kind of aircraft and will continue to exist, despite all precautionary measures, until steps are taken to correct the defect itself. The fire hazard is definitely greater than in any other aircraft "

Postage—Inland, 2d. ; Canada and Newfoundland, 1d. ; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

The Loan.—Long-drawn-out expectations are apt to end in bathos, be the result favourable or the reverse. That, no doubt, is one meaning of the tag: "To travel hopefully is better than to arrive." Whether the affair be the Loan to Britain, the Nuremberg Trials, or an increased petrol ration, the event, when it is at last declared, seems less important than during its incubation. The Loan "negotiations" had another ground for diminution of British sense of gratitude. In the course of them, so many vile and untrue criticisms have been made by opposers in the U.S.A. against our nation, that it was pardonable if we desired to fling it back and be damned to it. Of course, we must curb our resentment. We, too, are a "Democracy," which implies that anyone may say anything individually libellous about any nation or institution, and can secure that libel wide publicity in any organ which agrees with him or needs a "sensation." That is accepted "democracy"; but it may help us to sympathise with the tiresome suspicions of M. Molotov, who naturally, as a foreigner little versed in Democratic ways, may not distinguish between the voice of authority and the yelps of mongrels.

In short, an excellent system in theory, it may be a serious handicap, in a mixed international field, to brotherhood among the nations.

RUSKIN'S VIEW—"THE FAIREST AND MOST SATISFYING SCENE IN ALL ENGLAND": It was with these words that Ruskin, the great Victorian critic and reformer, described this stretch of country in Lunesdale, near Kirkby Lonsdale, Westmorland. The land has recently been bought and given to the people of Kirkby Lonsdale by Mr. Alexander Pearson, a local solicitor and historian. The River Lune, which runs into the sea in Morecambe Bay, is one of the most beautiful of all the northern rivers, and at this point, on the borders of Lancashire and Westmorland, it flows through entirely unspoilt countryside. Ruskin lived at neighbouring Coniston, and it was in this region that he carried out his experiments in social reform, such as the encouragement of the hand-made linen industry in Langdale

To Err is—Truman.—To one no better informed than is the common man in England concerning the recent history and the ancient history of Palestine, with all that history's implications, it is impossible that the Arab High Committee's recent letter to the President of the U.S.A. should not appear to contain both clear logic and sound sense. I confess I scratch my head to find justification for Mr. Truman's, and many other Americans', determined interference in the affairs of Palestine, devoid as that interference so far has proved of any promise of sharing responsibility for the results of their advice. Advice without responsibility is the prerogative of busybodies or sentimentalists, and not seldom of keen party-politicians. If a section of Americans have their eyes on the Jewish vote in the States, in their ever-present absorption in the next Presidential election, those United States are indeed large enough to absorb 1,000,000, let alone 100,000, potential Jewish supporters of their politics. If that section by its interference is merely satisfying a vague sentimentality, of what kidney is that humanitarian who cries out against cruelty to children or dogs, but will not subscribe to the R.S.P.C.C. or stoop to release a dog's leg from a closed trap? Mr. Truman is in this instance almost too human.

Opposing Nationalisation.—The railway companies, one by one, enlist my support for their campaigns to resist nationalisation of their systems, tooth and nail. I am opposed to nationalisation, and I sign and return their postcards. But is their effort of any use? Is it more than beating the air? The Socialist Government has so big a majority that (after a conventional two-days debate) it can pass into law any measure it please, however distasteful to however big a proportion of the population, even if a bulk of that proportion put the Socialists in power. The voter may have changed his opinion, his representative in Parliament remains for four years more an agent to achieve the Cabinet's policy. Therefore, is a present effort by the railways to resist nationalisation a mere waste of energy? Is it perhaps the cart before the horse? Is not the first necessity for everyone opposed to nationalisation to spend his available energy (and money) in efforts to rehabilitate and organise a really effective and acceptable Opposition, an alternative government to Socialism? Until such an opposition, united and clear-cut in policy, exists, the by-elections will not begin to go against the Socialists, and the Cabinet of Mr. Attlee can pass into law any measure they choose, however detested. It can nationalise everything and enslave and bureaucratise the very souls of men whose ancestors knew a measure of freedom.

Is Crime Rampant?—Whenever the Press suggests that the number of unsolved crimes of violence is abnormal or the wave of robberies is out of control, the public shakes its head and recalls the post-war wave of crime of 1919-21; and usually the Home Office or police issue a *démenti* to correct the pessimists, in which they declare that "everything is in order." Crimes of violence and robbery under arms certainly might appear to-day to be a little out of hand, and there is excuse for the police force. Ruthless deserters, not all British, roam the land and can be counted in thousands. Recruitment both for the police and the prison-warder ranks has not yet reached a normal intake, and the police are forever preoccupied with minor matters of detail of far less importance than crime prevention. A world war always breeds the reckless type of "Brown and Kennedy," who not so much "take life seriously" as take it as a matter of course. And since that is so, it is perhaps time for another corrective *démenti* by the police. We should like to know that "all is well," and that it is still reasonably safe to walk the lanes of nights unarmed and not in convoy.

Too Old at Forty?—Walter Hammond is to captain our Test team in Australia. He was born in June 1903, and is therefore forty-three years old. The strain of cricket "down under" is great at all times, very great under Test conditions. Is a cricketer too old at forty? The rule "Youth will be served" applies inexorably in lawn tennis, football, athletic sports. It applies in cricket to fast bowlers. But a man of forty may be at his best still in the hunting field and as a batsman, slow bowler or golfer. Hammond is needed for the Tests as much for his brain as for his thews. His experience is worth 50 runs a match. If he has lost just a touch of his quickness in the field, he can save his legs at the crease by hitting boundaries. If every hit had to be run out, I dare say Hammond's experience might not more than make up his loss of youthful energy. The giants of cricket who shone with the bat have not been found "too old at forty." Look at Hammond's record this season. In the coming Tests, with a team not yet "proven" in every department and at every keypoint, the captain's job will be unusually difficult. He must nurse his bowlers and exploit and experiment with a rare courage and a genius that experience alone can give.

Oxford Victory—With Dominion Help.—Parsons' pleasure—the University match at Lord's—enjoyed for two days a fine post-war come-back, and Lord's provided some notable cricket, Donnelly (a new Bradman) dominating with the bat. Here was cricket at its best and brightest. In older days, we were apt to regard Oxford and Cambridge as the nurses and mothers of the scholastic aspirants of this island, and our pre-1914 mentality might have stopped to reflect how big was the contribution to Oxford's great victory this year of experts from the Dominions. There were four of them in the Oxford side. No such reflection gives us pause to-day. Donnelly might have elected to put up for Cambridge or any other British university; he chose Oxford and Oxford chose him, and he is as much a true son of Oxford to-day as is any Oxford undergraduate born in this little island. Our universities are Empire seats of learning. That is their highest aim, and first *raison d'être*.

Lord's—Eton and Harrow—Woefully empty seemed the vast arena before luncheon on the great day. Such toppers as were to be seen were worn by the very old guard. The boys discarded them and their formal garb, and all too many of those boys were absent. It was gloriously hot and there were compensations. You could find your friends and even gossip comfortably with them. There were about four private tea arbours; and about half-a-dozen of the ancient coaches exposed to the full glare of the sun. The M.C.C. had overstressed the warning against food shortage. One brought one's own luncheon, and the excellent catering arrangements in the grounds played to empty houses. The cricket was good in batting, moderate in bowling, poor in fielding, with a few exceptions. But the presiding genius of the day was that excellent post-war spirit which combines good humour, simplicity, friendliness and real enjoyment of the returning sweets of civilisation. And long may that spirit burn! But if the schoolboys won't patronise their own fixture in London, that fixture will not survive another decade. The M.C.C. will hardly be persuaded to continue it for the amusement of the grandparents.

Bombs or Balls?—Looking back over the last weeks in England and Scotland, when a tardy, repentant sun smiled on our great sporting festival, I could not help reflecting in how many countries in Europe and the East the summer games were being played not with balls but with bombs, and the sporting chat was not being carried on in pavilions and golf-club houses but darkly in cellars. Our own Junker poet, it is true, coined the bitter phrases which brand us as a race of "flannelled fools" and "muddied oafs." But, hang it all, I think the fool's-cap is on the young men of so many other races who find their "innocent summer recreations" in what to them is the sport of "politics," and deem it fine and noble to sling bombs on unsuspecting people from dark alleys, to snipe from street corners and to burn and pillage the property of political opponents. To-day I believe Kipling, if alive, would retract his sorry jingles and make the *amende* in more sober words. I prefer the flannelled fool every time. He is at once a nobler, a handsomer and a more intelligent animal; and, since there is sound sense in getting what sunshine you can out of human life (which is a tragic business, by and large), I put the fool's-cap rather on those politically-minded Jews, Arab and Egyptian students, Balkan desperadoes, Italian and Yugoslav partisans and Indian malcontents, and I am content to lump the lot as gibbering, blue-bottomed apes. The summer games are better played with balls, oars, golf clubs and rackets than with bombs and infernal machines. So far as I know, all humanity has only one life to live on earth, and a man has a better chance to live it out if he plays with balls. Therefore, I make no apology for my recent preference for sport over "politics" in this *Newsletter*.

THE OLD STAGER

THE THREAT TO KIDNAP THE G.O.C. PALESTINE: Men of the Palestine Frontier Force on duty outside the home of Lieut.-General Sir Evelyn Barker, who commands all British troops in the Holy Land and who organised the recent series of military searches. A Jewish plot to kidnap him was frustrated at the end of last month

PROTECTING PALESTINE'S G.O.C.

Men of the Frontier Force Guard Sir Evelyn Barker

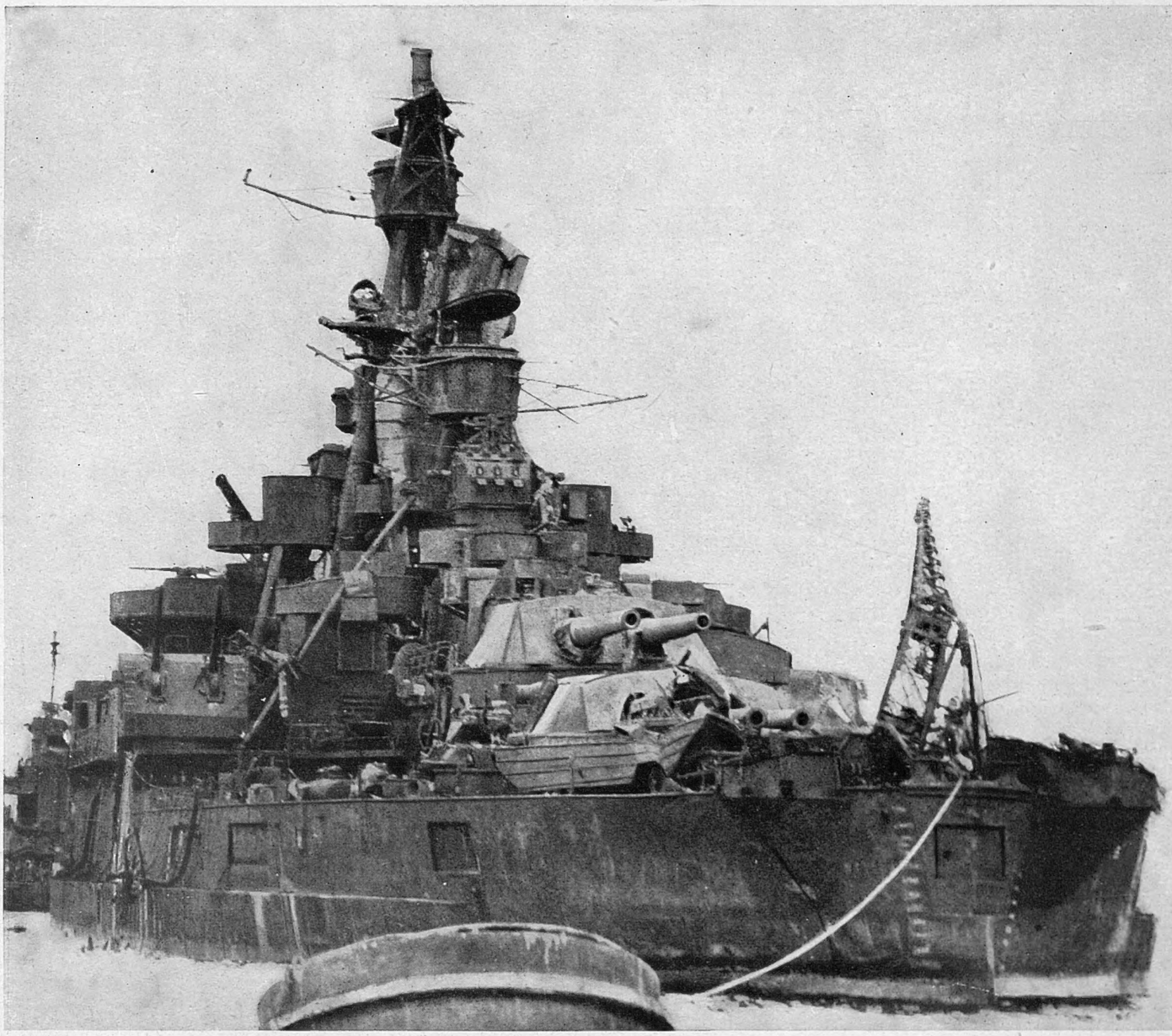
As a result of a series of outrages throughout Palestine the British Army went into action on June 29 and conducted military searches in towns, villages and settlements, discovering large quantities of illegally-held arms and also the plans of the illegal Jewish armies. Over 2,000 arrests were made. Several British officers were kidnapped both in Tel-Aviv and Jerusalem, and when it was discovered that an attempt was being planned to capture Sir Evelyn Barker a strengthened guard was put on duty outside his residence. By July 10 the British forces had brought their searches to an end. Most of the arrested men were released and the High Commissioner granted pardons to certain Jewish and Arab ringleaders. Meanwhile, in London, representatives of President Truman's Cabinet Committee on Palestine and a British delegation, with Sir Norman Brook at its head, have been debating the whole Palestinian position

TROUBLE AT AHMADABAD: The deserted, rain-swept streets of the city in Bombay Presidency after the military had imposed a twenty-four-hour curfew in order to allow passions to cool among the Muslim and Hindu populations. The rioting, which preceded the curfew, resulted in 33 people being killed and 250 injured

AFTER THE BOMBAY RIOTS

A 24-hour Curfew in Ahmadabad

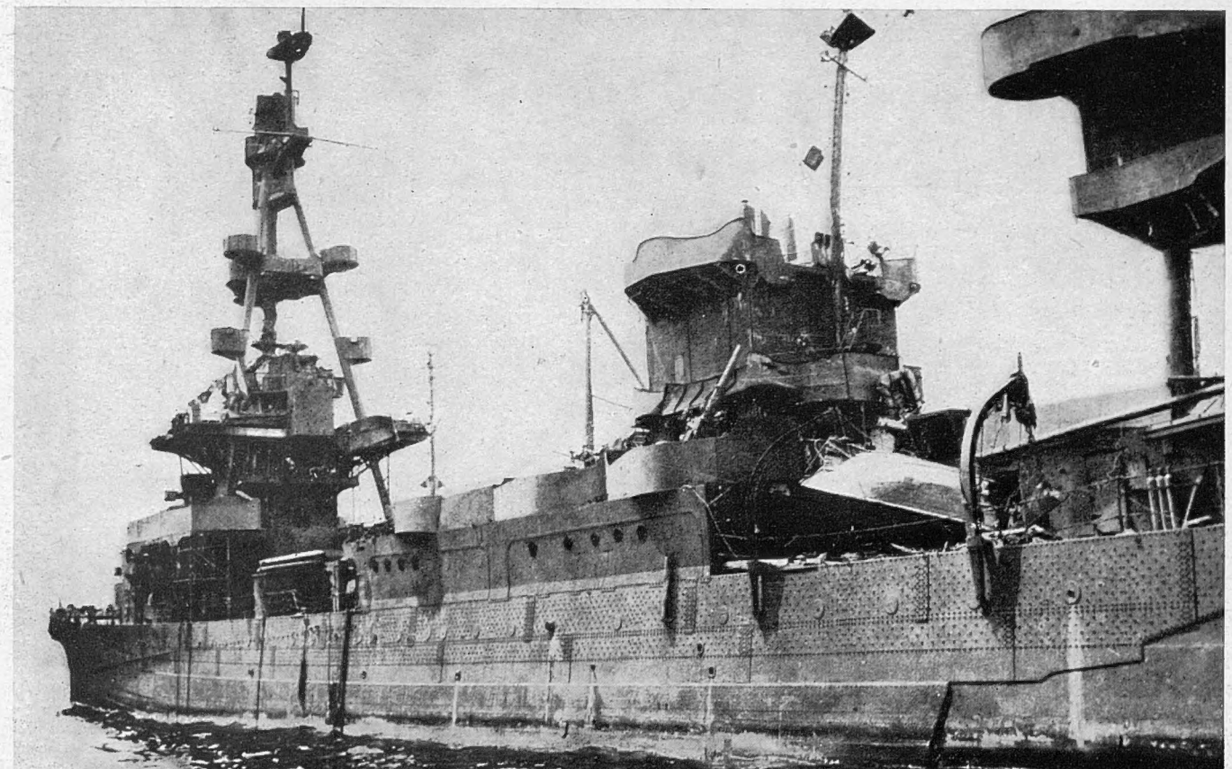
The recent riots in Ahmadabad, once the greatest city in Western India, were a direct result of political issues between the Hindu and Muslim populations. There were pitched battles between rival mobs followed by looting and the burning of shops. The situation became so serious that a battalion of the Rajputana Rifles was called in to help the police and a twenty-four-hour curfew was imposed. When the curfew was lifted for a three-hour period in order to allow the inhabitants to do their shopping, disturbances broke out afresh and seventeen cases of stabbing, two of them fatal, were reported within an hour. Conferences between local Congress and Muslim League leaders, and their subsequent joint appeals to the populace, made little difference, and the Home Minister of the Bombay Government visited the city in order to take charge of the situation. Troops were posted at strategic points throughout the city



THE UNITED STATES BATTLESHIP "NEVADA" AFTER THE EXPLOSION AT BIKINI ON JULY 1: The "Nevada" was the target ship, but the bomb fell wide of the mark and much greater damage was done to the aircraft-carrier "Independence." The blast buckled the upper part of the superstructure and destroyed the radar aerials and other equipment. The heavy guns were undamaged

WHAT ACTUALLY HAPPENED AT BIKINI

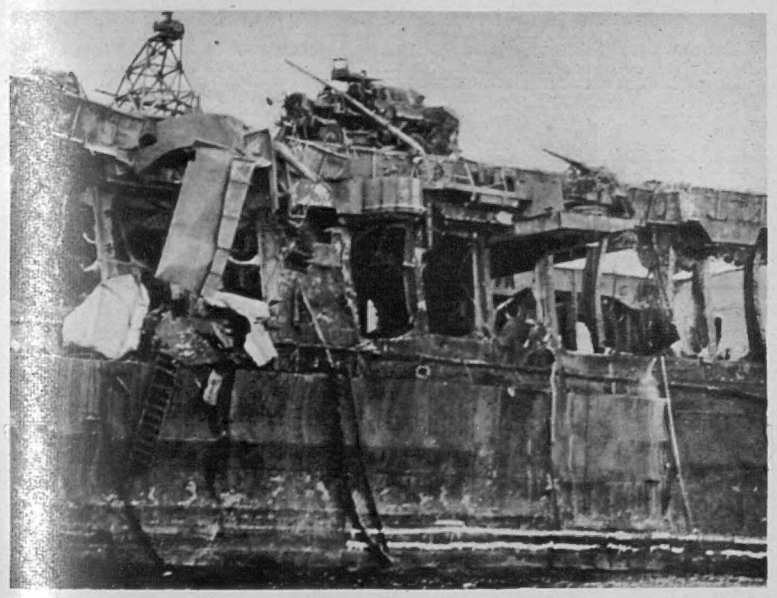
First Pictures of the Wrecked Battleships After the Atom Bomb had Exploded



THE TWISTED SUPERSTRUCTURE OF THE CRUISER "SALT LAKE CITY": With the "Pennsylvania," the "Arkansas" and the "New York," this vessel was in the third ring of ships within Bikini Lagoon and was at least half-a-mile from the point where the bomb exploded. There appears to have been no damage to the hull, but there was considerable buckling of steelwork on the bridge. In wartime the repair of this ship would be quite within the scope of a floating repair ship's facilities, declared Admiral Blandy

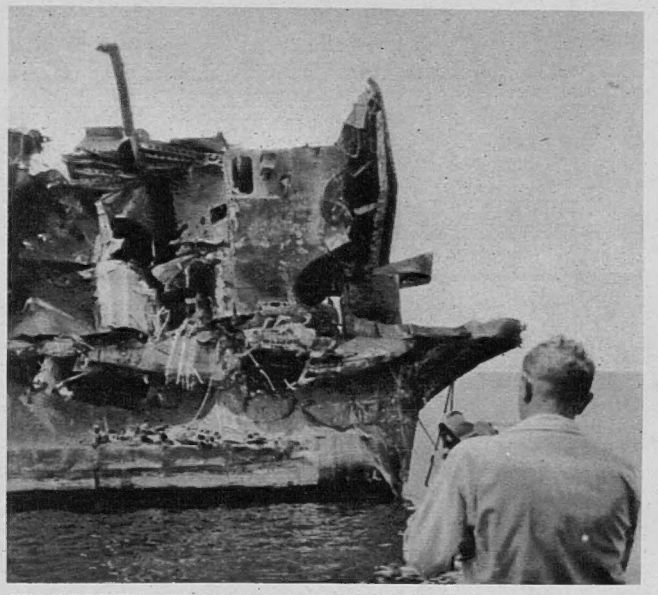
Admiral Blandy's initial apprais of the Bikini experiment on July was that the test had been marked success. He declared, an interview, that of the heavi damaged vessels other than thos sunk every one could be repaire if needed. The carrier *Independen* would require nine months in th Navy yards in order to be mad seaworthy, but in the case of th *Pennsylvania* and several othe vessels close in to the target th repairs could be effected in on of the large floating docks whic the U.S. Navy has been accu tomed to bring almost into th battle zone. Had the ships bee manned, declared Admiral Blandy almost every man in an expose position would have been kill outright or would have di later as a result of the delaye action of the deadly gamma ra

THE SHIP THAT BORE THE BRUNT OF THE EXPLOSION—THE LIGHT AIRCRAFT-CARRIER "INDEPENDENCE" REDUCED TO A BURNING HULK: This vessel took station in the Bikini fleet close to the target ship "Nevada," but as the bomb missed its mark the "Independence" received the main shock. Every plane was swept from the flight deck, the deck itself was buckled, and fires broke out in the stern. This picture was taken as fire-fighting parties entered the Lagoon

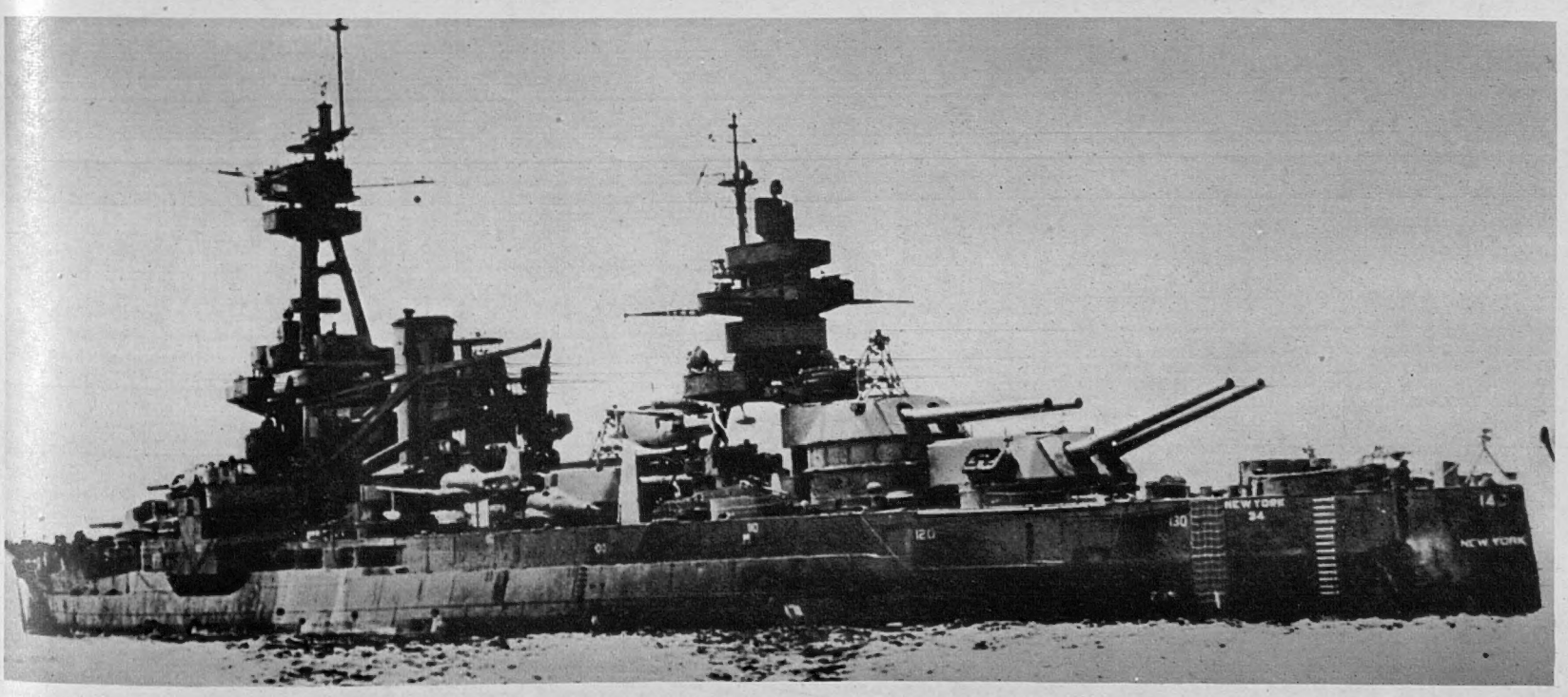


THE TORN SIDES OF THE "INDEPENDENCE": A close-up showing some of the damage done to the steelwork supporting the flight deck. On the deck is an Army motor vehicle placed there for experimental purposes

The Bikini Bomb, which was rather less powerful than that which fell on Nagasaki, and more powerful than the first experimental bomb exploded in the New Mexican Desert, undoubtedly wrought greatest damage in the 10,000-ton light aircraft-carrier *Independence*, buckling the comparatively flimsy flight deck and creating damage which would take nine months to repair in the Navy Yards. The destruction amid the target fleet was not so extensive as many observers anticipated, and of the seventy-three target vessels, fourteen escaped with no more than a blistering of paintwork. Five vessels were sunk or very seriously damaged



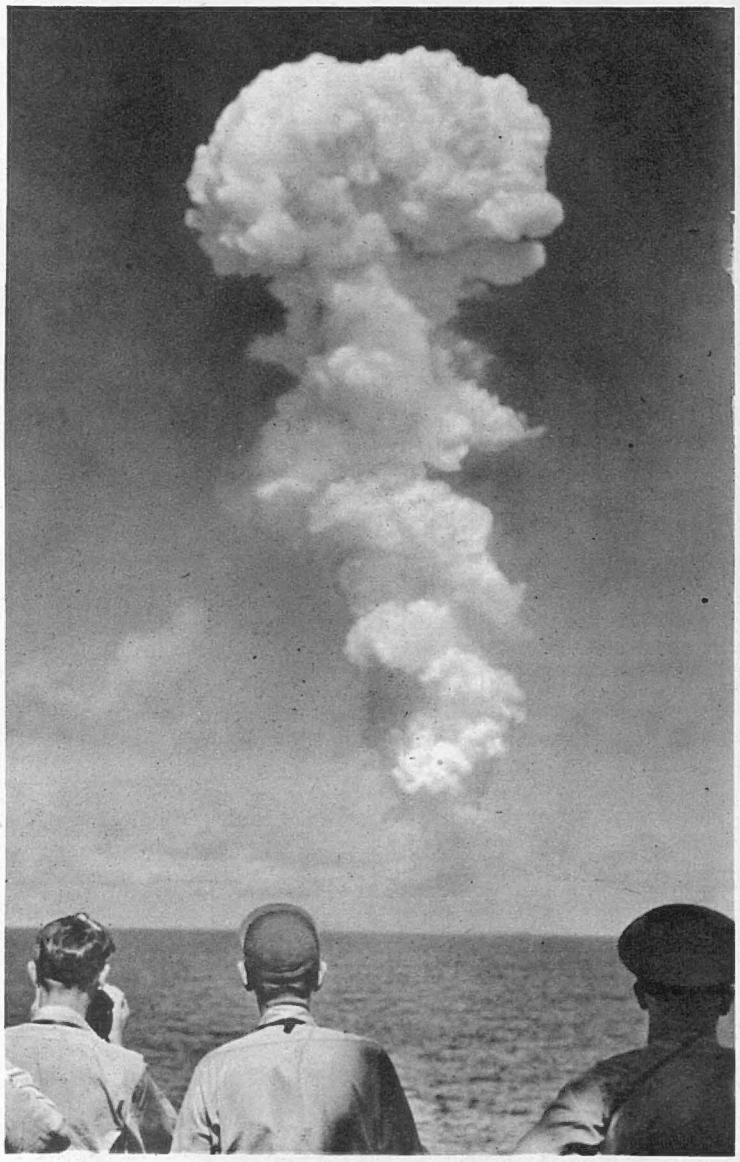
THE WRECKED STERN OF "INDEPENDENCE": The plates are buckled and the damage has extended to the water-line. The stern of the vessel was the nearest object to the exploding bomb



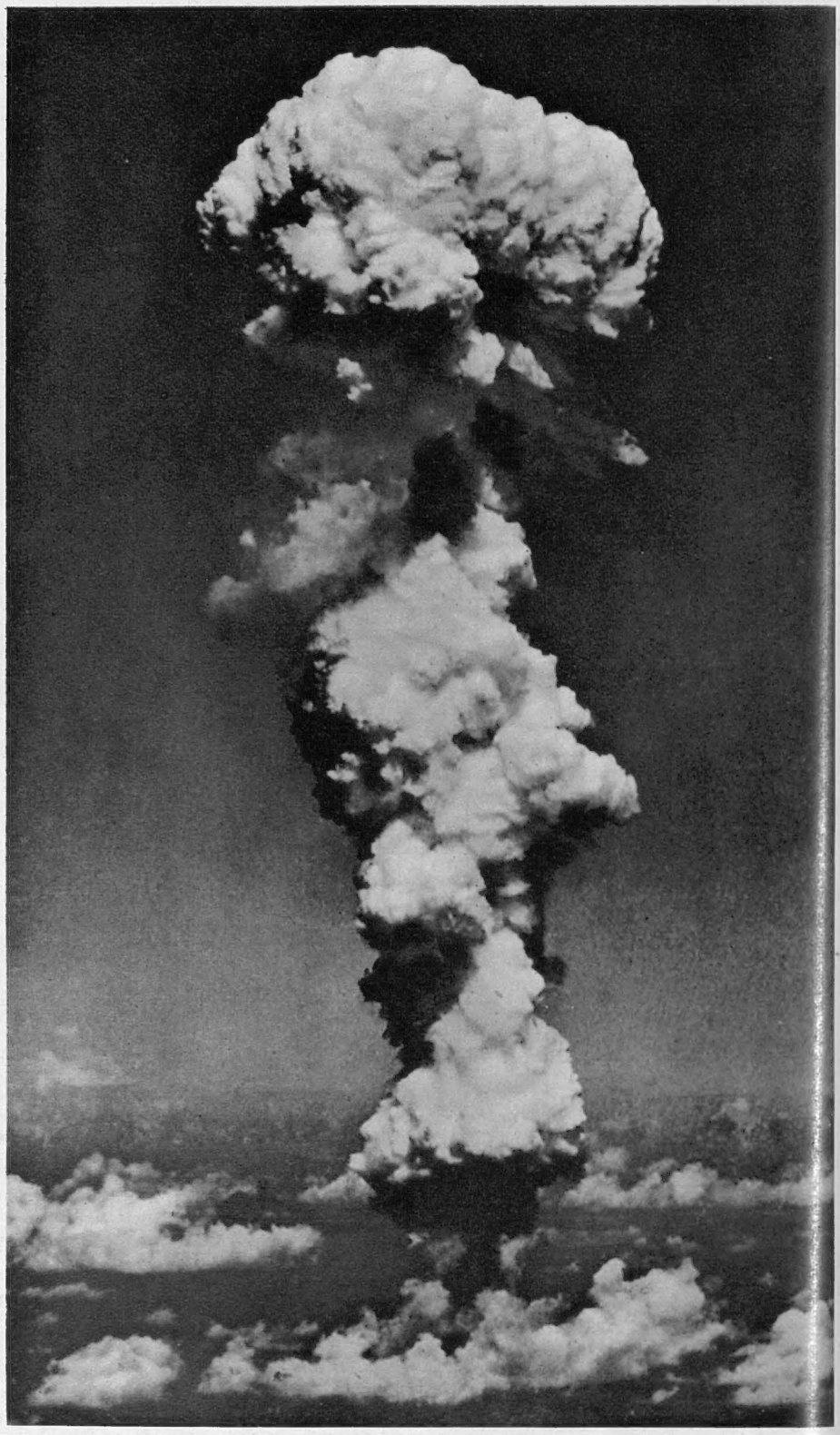
A SHIP THAT SURVIVED ALMOST UNDAMAGED—THE UNITED STATES BATTLESHIP "NEW YORK," A VETERAN OF THE ATLANTIC FLEET, SHOWED FEW SCARS OF THE ATOMIC ORDEAL: The "New York" was stationed with the "Salt Lake City" in the third ring of ships in the target fleet. A comparison of this picture with that of the "Salt Lake City" on the opposite page evidences the diverse effects of blast on ships which were anchored in close proximity to each other

MORE BIKINI PICTURES

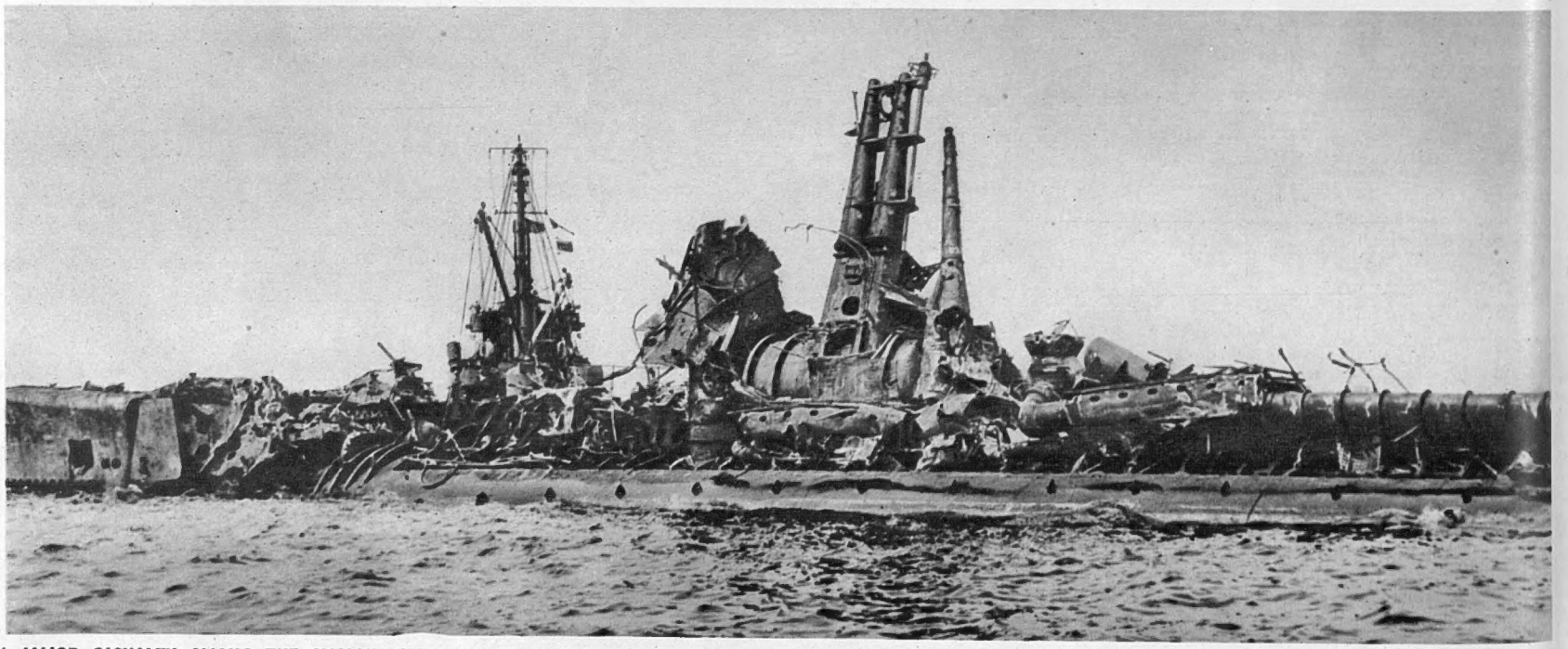
How the Great Pillar of Smoke and Flame Surged Skyward, and Other Aspects of the Explosion



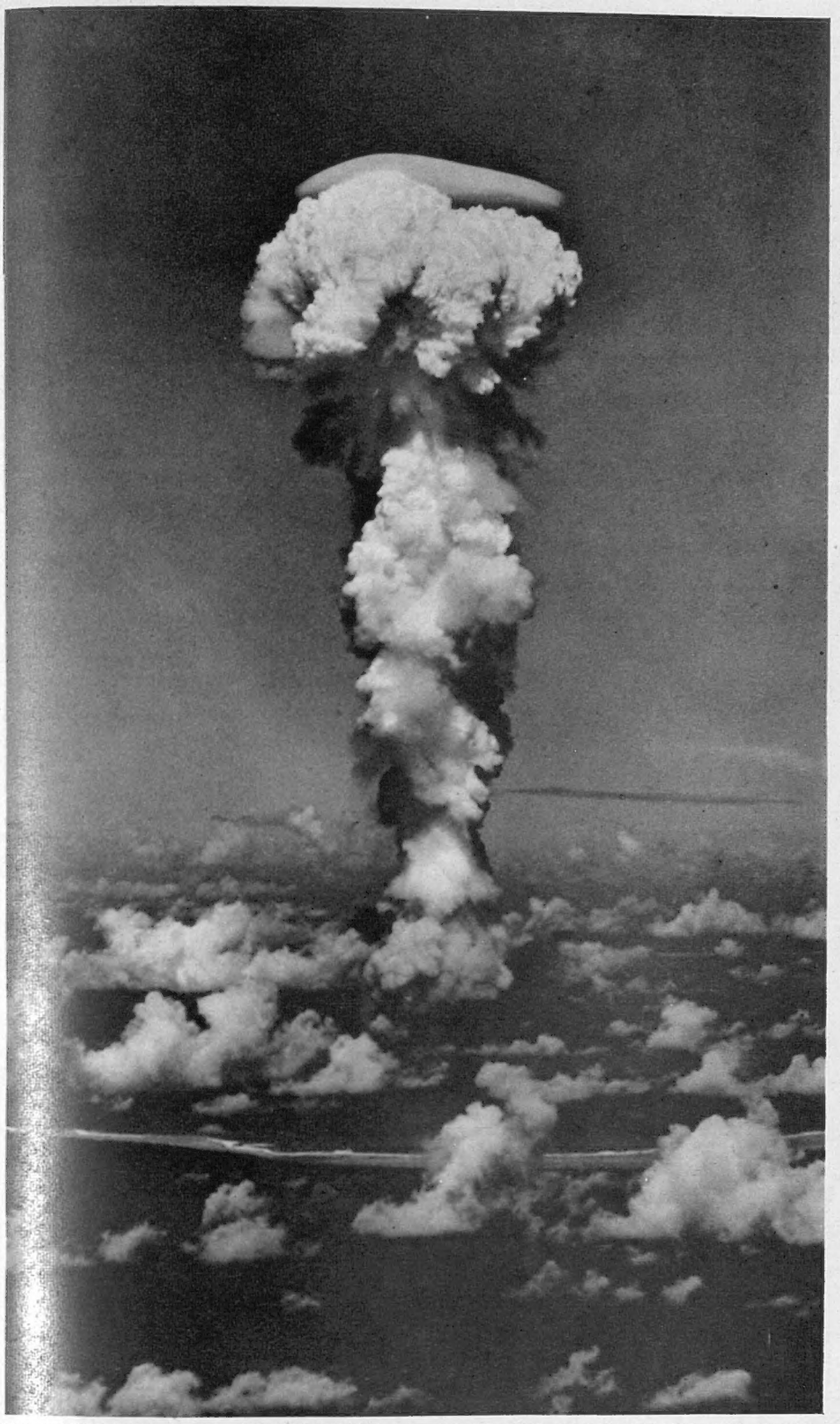
BIKINI, JULY 1—WHAT THE ONLOOKERS SAW FROM A DISTANCE OF SIX MILES: The great pillar of smoke ascending above Bikini and mushrooming out at the summit. This picture was taken from the bridge of Admiral Blandy's flagship "Mount McKinley" when the fourth atomic bomb in history was exploded above the target fleet of seventy-three ships assembled in the Lagoon. It was arranged by Admiral Blandy that another bomb should be dropped at Bikini on July 25, and that it should explode after entering the water. Meanwhile in the American Press there has been a spate of criticism of the whole experiment, and it has been urged that the bomb dropped on July 1 did not truly reflect the fearsome power of atomic might. The radio correspondent of the Columbia Broadcasting System has asked that the test should be repeated under conditions of full public scrutiny



THE RADIOACTIVE CLOUD SURGING SKYWARD ABOVE BIKINI LAGOON: This picture was taken by a photographer aboard a Boeing 29 accompanying the plane "Dave's Dream" which actually dropped the bomb over the target fleet anchored at Bikini



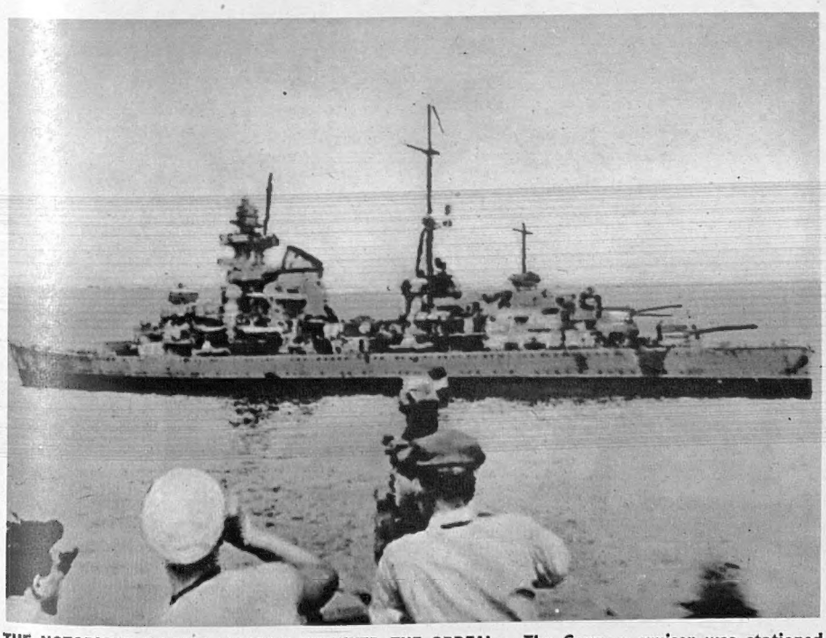
A MAJOR CASUALTY AMONG THE SMALLER VESSELS: The superstructure of the submarine "Skate" wrecked beyond all recognition. A picture taken when the first fire-fighting parties entered the Lagoon and shortly before the "Skate" turned over and sank in 180 ft. of water. The "Skate" was situated close to the light aircraft-carrier "Independence" and not far from the main target ship "Nevada." Together with the "Independence" she bore the brunt of the damage



THE "MUSHROOM CAP" AT THE SUMMIT OF THE SURGING PILLAR OF FIRE AND SMOKE: This picture was taken from a Super-Fortress and shows the radioactive cloud at the height of its development. The central part of the pillar was orange and yellow

WATCHING AND WAITING: Vice-Admiral Blandy, who was in charge of the Bikini experiment, and Mr. James Forrestal, the United States Secretary of the Navy, seen together on the bridge of the U.S.S. "Mount McKinley" from which they witnessed the explosion on July 1

A SILENT WITNESS OF THE EXPLOSION: One of the 100-ft. steel towers installed on Bikini and neighbouring atolls and each equipped with an automatic camera for recording what took place. After the bomb was dropped several commentators mentioned the fact that the palm-trees of Bikini Atoll had had a miraculous escape



THE NOTORIOUS "PRINZ EUGEN" SURVIVED THE ORDEAL: The German cruiser was stationed 1¼ miles from the point at which the bomb burst and, although her radar gear at the masthead was wrecked, she suffered very little damage to her superstructure

A HEAVILY PROTECTED FIRE-CONTROL INSTRUMENT: One of the massive rangefinders in the "Nevada," which was subjected to the blast of the atomic bomb and, by all accounts, survived without damage

THE TRIBULATIONS OF POST-WAR SOLDIERING

In Trieste, Palestine, Egypt, India, and Java, the Soldier Has an Unenviable and Often Humiliating Task

By FERDINAND TUOHY

HOWEVER difficult for our rulers here at home may be the problems of holding the scales in disputed territories abroad, and of preparing to evacuate them in certain cases, British troops on the spot have a ten times harder time of it in the personal sense. It is a salutary thought that many of them would probably prefer the risks of war to the kind of thing they have had to endure for weeks past in Palestine and Egypt, at Trieste, and, to a lesser extent, in parts of India.

To be able to face one's foe in the open; to be able to hit back; that is soldiering. To be suddenly belaboured by roughs in the night, to be spat upon and stoned, and to have to keep one's self-respect under orders that prohibit retaliation—that is rather to ask for something in the line of saintliness. And it is far from all: these men must endure while raging falsehood is told about them, and while enemies and critics of their country chorus: "All they've got to do is to get out!"

They are undergoing a real bit of the White Man's Burden, are these British garrisons; not the kind of hypocritical stuff that used to be breathed by exploiters of, and intruders upon, the natives "in Darkest Africa." They are "holding the baby" while Westminster recasts its part in the world—and what a beastly baby it can be! They are caught in the currents of a policy which says that we cannot remain as expansionist as of yore and at the same time honestly pull our weight in seeking to stave off widespread annihilation by atomic warfare.

Nor is it tenable that these men have personally earned the slings and arrows and the venom that spin and hiss around them. The worst charge that can be preferred against them is that they have preserved the "Raj mentality," that aloof, self-satisfied, and at times sanctimonious attitude which long has centred on "the club"; which charge, of necessity, lets out the great majority: the Other Ranks. It was a commonplace of the recent war that the British soldier got on well wherever he went.

In Europe, no foreign victor ever before won such a reception; yet in a corner of this self-same Europe to-day, the ordinary British soldier representing those who stood up alone to the Axis for one whole year is being brickbatted and booed for doing no more than standing by while attempts are made to clean up the aftermess.

In Trieste, just one particle of "starving Europe" which happens to be bursting with food (although I see there 's a tendency to substitute the words "malnutrition" and "hungry" when speaking of Europe, and about time too), in Trieste British (and American) soldiers have had stones hurled at them by Italians howling everything insulting under the sun, and—worse—spitting as only the garlic-mouthed can spit. They have watched their girl companions being carried off, and when officers have made play with walking-sticks, and military police have brandished truncheons, these heirs of Mussolini have bawled "Brutes accustomed to ill-treat natives!"

Tito's Yugoslavs know how strong they are locally and what backing lies behind. They reckon that we will put up with almost anything rather than risk the consequences of lighting a spark. They return thanks for having themselves and their premises protected in overwhelmingly Italian Trieste by trying to humiliate our troops on all occasions, by a mixture of ignoring their presence, and, alternately, reviling them.

Meanwhile, Italians break up the proceedings at the British officers' club at Padua; elsewhere forty of our men have to fight their way out of a cinema with their fists; and in Rome anti-British demonstrations are staged. Really, the forgetfulness or cheek of some Italians is extraordinary when we recall how it was their confounded Fascist strutting that enabled Hitler to get into his stride and deal Europe the fearful wound it is nursing!

In Palestine, the British soldier takes the full brunt of the Sykes-Picot Agreement, the Balfour Declaration, and of all that has gone since towards the making of a National Home for the Jews without the co-operation of the two principal Jew-inhabited regions—the United States and Russia—in or out of Poland.

I find difficulty in finding any country that has behaved better to the Jews than Britain. To some it has seemed that charitable feelings and allowances have almost been overdone from religious motive. Anyway, the Jews have had their head here and all 'round the Empire, and a nice plight they'd be in to-day (if here at all) had Britain allowed their torturer-in-chief to get away with his peace offer of 1940.

The British troops in Palestine are not responsible for the fact that the Arabs consider Palestine an Arab land and that the Jewish community there must be satisfied with minority rights. When the Arab Higher Committee proclaims that "the West has completely sold us out to the Jews," and complains that the British allow the ingredients of a Jewish army gradually to land from ships which, legally, could be turned back, such views held in such quarters might be calculated to modify Jewish virulence against the British. But not so.

Militant Zion feels that it has managed to collect a trained army on the spot ahead of the other fellow, thanks to not-so-occult backing from America and Eastern Europe; that it is a case of now or never—before the Arab League can mobilise full strength; and that the first essential is to make life unbearable for the existing mandatory forces, in this case, considerably the 6th Airborne Division.

Admittedly tough, these troops arrived with an open mind, prepared to keep Jews and Arabs from flying at one another's throats pending a settlement backed by fitting international authority. They found that the "pal" had been taken out of Palestine. Drawing a false analogy from happenings in Ireland a generation ago—when the "Black and Tans" were withdrawn—the Zionists proceeded to concoct a legend of new, eye-for-an-eye burning and wrecking "Black and Tans" in Palestine when all that the 6th Airborne were blacking was their boots, and all they were tanning was their faces.

Many weeks before the current trouble the British troops in Palestine had largely retired to a lonely camp existence. Except in rare cases, they had been unable to make headway with the Jews who, obviously acting under a common order, removed the advantages of social life and made our men feel the chill of dark animosity. Not unnaturally, a cold anger gradually overtook the ostracised, who found themselves thinking not unfavourably of "Johnnie Arab," and when seven of their pals were one day murdered in cold blood, the alleged new "Black and Tans" learnt a deeply disquieting emotion in respect of long-standing friends.

To-day the British soldier in Palestine has to hold himself almost violently under control. He, too, is stoned and spat upon, and beaten with sticks by women who are placed in the front line to prevent round-ups and investigations. The use of women by the Jews is a major handicap for the British: think of the outcry should one of these fierce young persons be killed, or even wounded! Again, there is the need for constant alertness against the hidden sniper, while any slackening of precautions may give kidnappers their opportunity.

Two photographs I 'd like to see side by side: those limp British officers struggling out of that crate with a Tel Aviv crowd looking on, and the first doctoring of the Belsen Jews by the R.A.M.C.

Let us at least protect our men from lies. Even when no knocks are received, they are broadcast to the world as having been received, as witness the fearful tales of torture said to have been inflicted in the recent major operation. Sixteen correspondents blew the tale sky high, but only after the damage had been done. They must be hot on the spot when events that can be twisted are due to occur. The British soldier has enough to exasperate him and keep him on edge without his being tarred by lies of a magnitude that would have done honour to that master propagandist and Jew-hater, the late Dr. Goebbels.

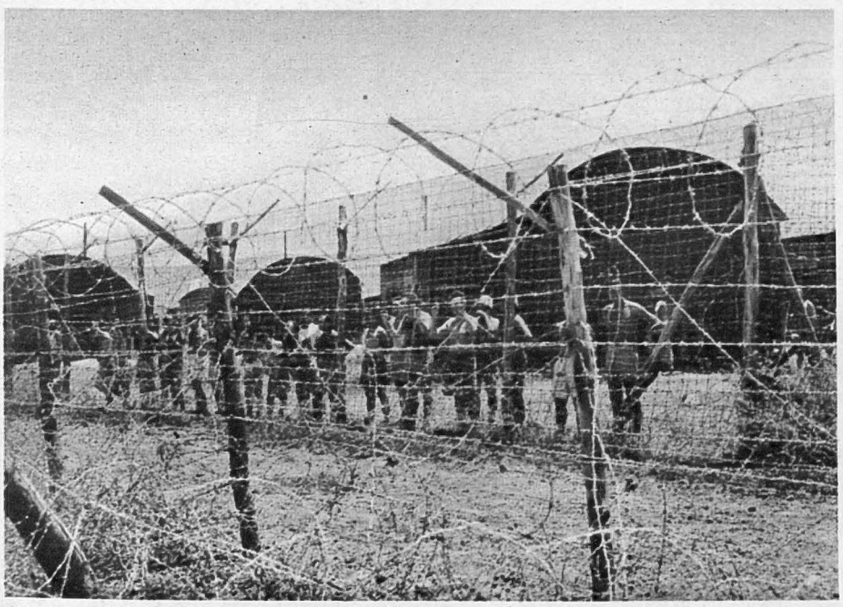
Is it as well that we do not hear all that the departing British troops have to endure in Egypt? We hear of their clubs being burnt and sacked, of isolated soldiers being set upon and even beaten to death, yet I wonder if we picture the non-stop tension under which they live these days when the Union Jack flies no more over Cairo's Citadel, and the Egyptian King succours royally one who did his utmost to implant Hitler on the Suez?

Perhaps this one sentence does sufficient: "It 's not safe for any of us to take a taxi after dark. You don't know where or how you 'll finish up! As likely as not, a crumpled piece of work on the roadside!"

For the rest the same sticks and stones, spits, humiliations and indignities, and the recipients having to think twice about using even their fists lest they start something. What a position for Englishmen, and Scotsmen, and Welshmen, and Irishmen, and all of them!

One thing seems to obtrude. *Always stay on strongly until the end.* When contemplating departure from a place where the natives deem you have overstayed your welcome, it is inviting trouble and grossly unfair to one's own troops to thin out in order to save expense. Leave in strength and you leave with prestige and head high, which should figure in the expenditure, but doesn't.

BRITISH TROOPS PATROL IN TRIESTE: Leaving their well-guarded headquarters (once a Communist H.Q.) in a wireless-equipped jeep. The N.C.O. in the front seat has an automatic gun at the ready, and the two men at the rear have rifles. Throughout the patrol they will maintain communication with headquarters and report any disturbances in the city. This picture gives some idea of the extent of the responsibilities of the British soldier in the post-war world. In Trieste, in particular, he has a life of uncertainty and danger, with no opportunities for relaxation



JEWISH YOUTH PAYS THE PENALTY FOR MILITANCY: Some members of the illegal organisation behind the barbed-wire barricades at Latrum Detention Camp, Palestine. About 2,000 of them, including executives of the Jewish Agency, were rounded-up by British troops following the nation-wide outbreak of terrorism in the Holy Land

THE KING AND QUEEN IN CANTERBURY CATHEDRAL : Their Majesties seen with the Archbishop of Canterbury (towards left) and the Dean of Canterbury (towards right) after the unveiling of the Royal Arms in the North Walk of the Great Cloister. This ceremony took place after the King and Queen had attended a Service of Thanksgiving for the Cathedral's preservation during the war. It was the first time a reigning sovereign had set foot in the Cathedral since Charles II was there in 1660

THE ROYAL VISIT TO CANTERBURY

Their Majesties Give Thanks in the Cathedral

THE KING REACHES THE WEST GATE OF THE CITY : On entering he touched the sword which was proffered to him by the Mayor, Mr. A. Baynton

THE KING AND QUEEN AND PRINCESS ELIZABETH PAY A VISIT TO THE KING'S SCHOOL : His Majesty is seen standing on the Norman staircase and replying to the Latin address from the Captain of the school. On the left are the Dean of Canterbury and the Archbishop, and on the right senior scholars in court dress

Below—VISITING THE BLITZED SITE IN BUTCHERY LANE : The Royal Party seen during their inspection of the Roman tessellated pavement which has been unearthed amid the ruins

During the so-called Baedeker raids by the Luftwaffe on the English cathedral cities, Canterbury suffered heavily, a large part of the centre of the city being wholly destroyed; but the Cathedral itself had a miraculous escape, and, to give thanks for that preservation the King and Queen, accompanied by Princess Elizabeth, paid a ceremonial visit to the city last week.

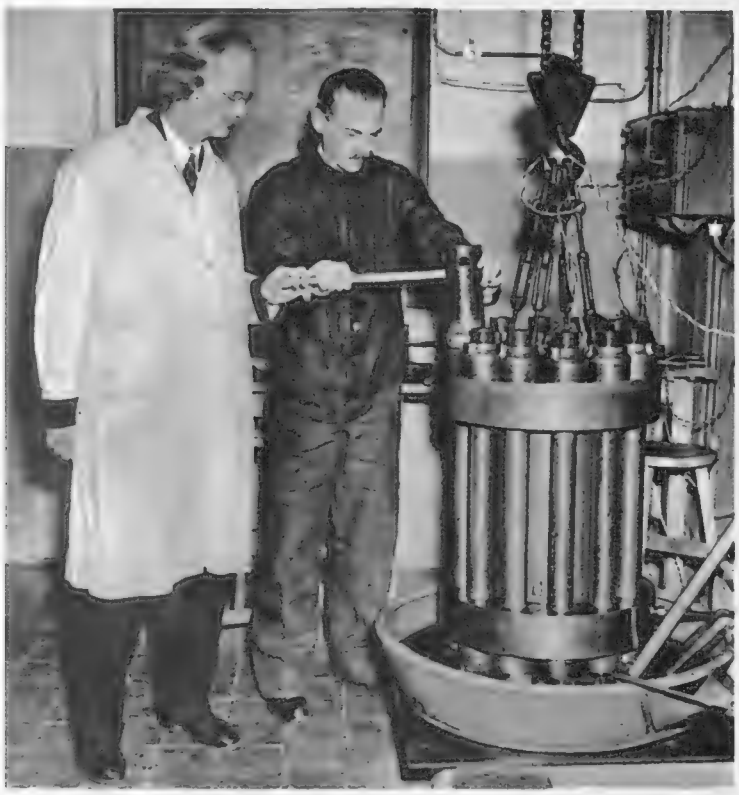
After touring the blitzed areas, and seeing the Roman excavations, Their Majesties attended a thanksgiving service in the Cathedral and at the King's School, within the Cathedral precincts, a new Charter was presented to the Dean in his capacity as chairman of the Governors. Later in the day Their Majesties were present at a garden party for the Friends of Canterbury Cathedral

H.M.S. "RANEE" ARRIVES AT GRAND HARBOUR, MALTA—THE NAVAL PERSONNEL CARRIER AT ANCHOR BETWEEN THE FORTS DURING A RECENT CALL AT THE GEORGE CROSS ISLAND: A view looking across the rooftops of Valetta, where reconstruction work, following the devastation of the war years, continues to make progress. In 1942, it may be remembered, Britain made a free gift of £10,000,000 for the reconstruction of Malta, and Mr. George Hall, the Secretary of the Colonies, has only lately announced that the Government is prepared to grant another £20,000,000 to ensure the full rehabilitation of the island. On July 9 Mr. F. C. R. Douglas, the new Governor of Malta, arrived at the island by air and was met at Luqa Airport by the Acting Governor, Sir David Campbell, and accorded a salute of seventeen guns. When this picture was taken the personnel carrier *Ranee* was en route from England to Hong Kong carrying on board Sir Ralph Stevenson, the new Ambassador to China. During and since the war the *Ranee* has completed over 150,000 miles and, as she normally carries a crew no larger than that of the average destroyer, she has to make use of her sailor passengers in the running of the ship

A Foreign Survey

£20,000,000 FOR MALTA

And Other News From Three Continents



BALLOONISTS PLAN A SUBMARINE ADVENTURE: Professor Piccard (left), pioneer of stratospheric research, and his assistant, Max Cosyns, at work on underwater pressure-testing equipment at their laboratory in Brussels. These two scientists, who achieved fame in 1932 by their balloon ascent to a height of 16,700 metres to investigate cosmic rays, are hoping to investigate the sea-bed in the Gulf of Guinea. They are preparing a special spherical pressure-resisting submarine, and will start out on the scheme next year. Meanwhile, they are carrying out exhaustive model tests

THE CASE OF WILLIAM ALEXANDER BUSTAMENTE: The white-haired Negro Jamaican Prim Minister leading his trade unionist followers past Kingston Gaol. A picture taken i February of this year, when Bustamente was alleged to have incited his followers a brought about the death of a member of a rival trade union. As a result, Bustamente was put on charge of manslaughter and he faced his trial recently at Port Maria, Jamaica. He was acquitted after one of the most sensational cases in the history of the West Indies, and his enthusiastic followers held a series of demonstrations in his honour. Throughout the trial it became clear that the proceedings were a direct result of the deadly political rivalry between Bustamente's own moderate (non-Socialistic) Labour Party, which won a sweeping victory at the polls last year, and the out-and-out Communists in Jamaica, who call themselves the People's National Party.

***On Left*—FIELD MARSHAL AUCHINLECK SPENDS A DAY IN GERMANY: The Commander-in-Chief, India, who visited London specially for the Victory celebrations, broke his return journey by air and landed in Berlin. He is seen here with Miss Margery Duncombe, of the Y.M.C.A., when he inspected the Officers' Club**

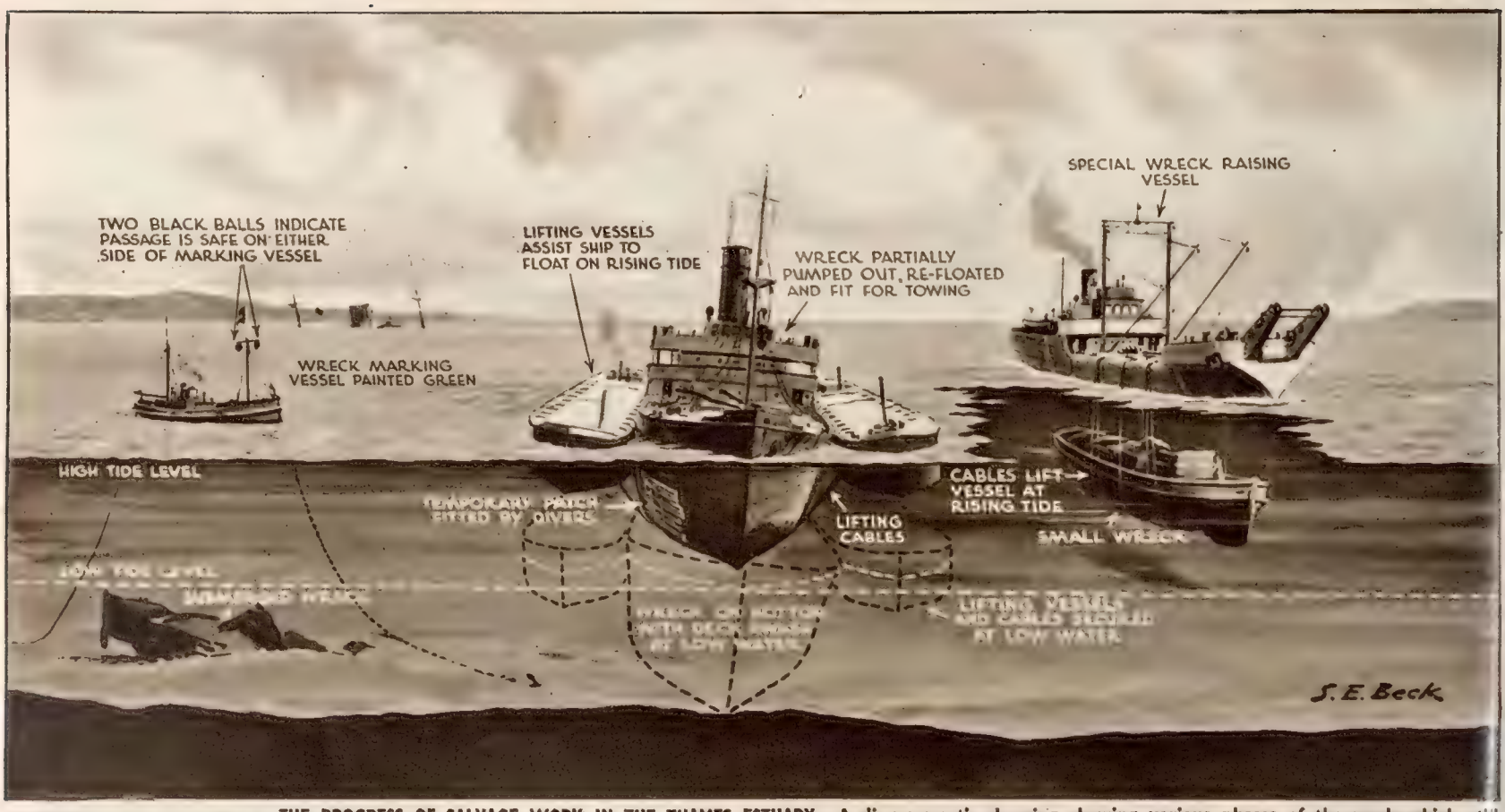
A DISTINGUISHED LOCUM: Sir Henry Knight, Financial Adviser to the Governor of Bombay, seen at h desk in Government House, Rangoon, where h has taken over as Acting Governor of Burma The Governor, Sir Reginald Dorman Smith, flew t London in order to report to the Cabinet on the situatio in the country. Burma, involved in two campaign is making but a slow recovery from the ravages of w

TOJO LOSES HIS COMPOSURE AT THE TOKYO WAR CRIMES TRIAL: Three studies of the former Premier of Japan taken in the dock when he heard the charges preferred against him. As he listened intently to the words of the prosecuting counsel, Tojo suddenly took out his handkerchief to hide his emotion and, overcome by what he had heard, later removed his headphones and glasses. News from Tokyo has been limited and there have been few detailed reports of the progress of the war trials, which have been overshadowed by the news from Nuremberg

THE FIRST UNITED STATES CITIZEN TO BE MADE A SAINT: The scene in St. Peter's, Rome, when the Pope was borne through the Basilica during the ceremony of the canonisation of the Blessed Mother Cabrini, marked by some of the most impressive ritual of the Roman Church. The canonisation was the first since the outbreak of the war, and it established a record in that Mother Cabrini has become a saint within thirty years of her death, in 1917. Mother Cabrini was born in Lombardy in 1850, and at the age of thirty-nine was sent by Pope Leo XIII to New York, where she founded the Order of Sisters of the Sacred Heart and began her work, chiefly among Italian emigrants. Under her guidance schools, hospitals and orphanages were opened in the United States, South America, Spain, France, Italy and England

THE HELICOPTER AS A FIRE-FIGHTER: Another use for the wingless machine tried out in the Angeles National Forest of Southern California. The helicopter fire-engine, with two firemen inside the machine and two accommodated on racks outside, about to land to windward of the blaze. Immediately the helicopter touched ground the crew directed their chemical sprays towards the fire, which was quickly got under control, whereas in normal circumstances it might require hours or days for a fire-engine to penetrate this rugged country

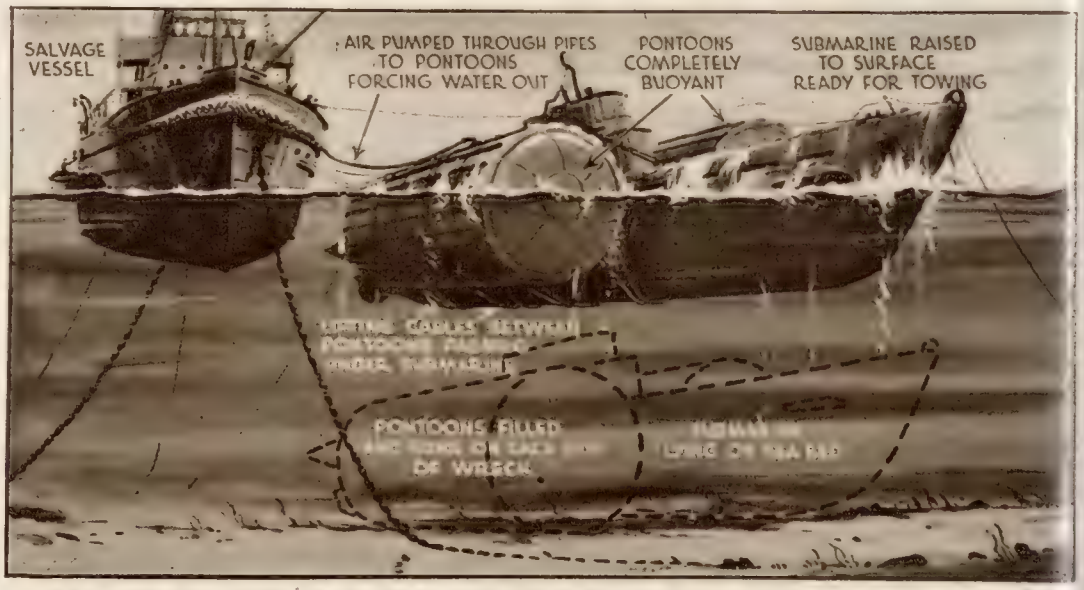
ITALY'S FIRST PRESIDENT: Signor Enrico de Nicola, who has been appointed head of the State following the defeat of the monarchy in the referendum and the creation of the Italian Republic. Signor de Nicola is aged sixty-eight, and he is a distinguished lawyer. He was President of the Chamber before the dictatorship. He is a Neapolitan, and political leaders hope that his appointment as President will go some way towards appeasing monarchists in the south



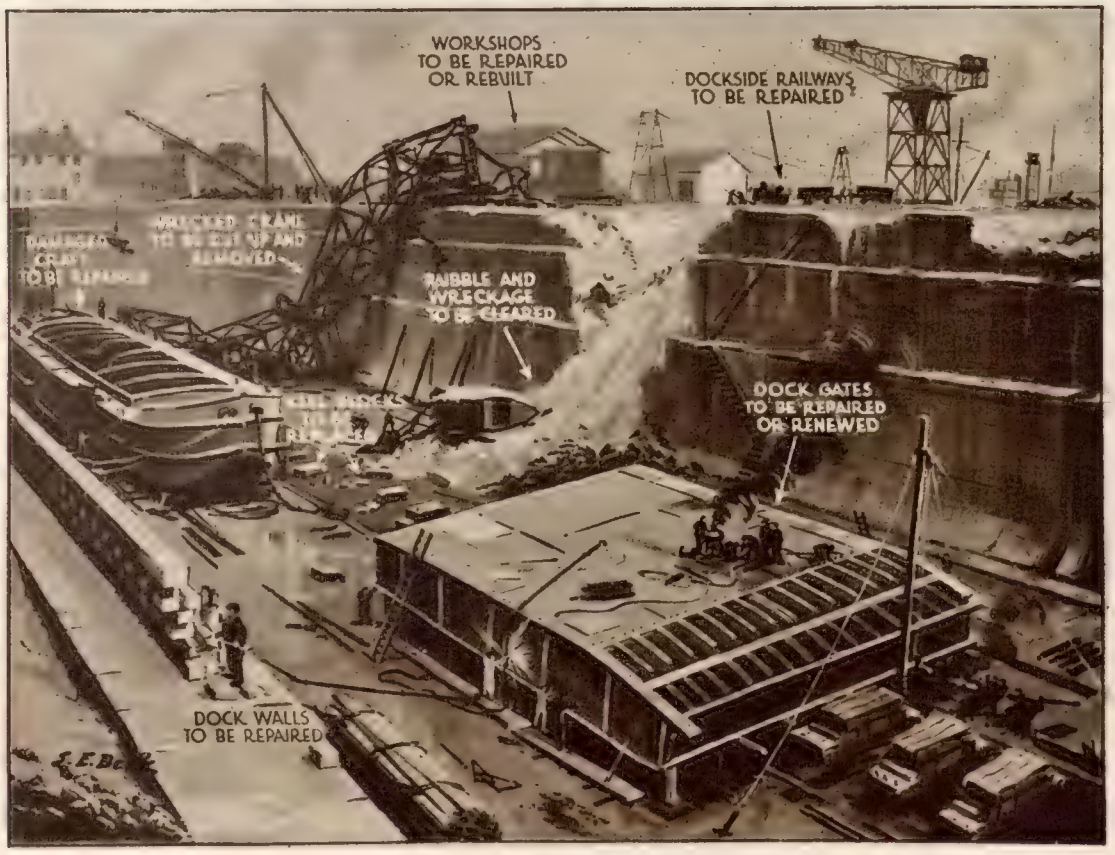
THE PROGRESS OF SALVAGE WORK IN THE THAMES ESTUARY: A diagrammatic drawing showing various phases of the work which still continues at the mouth of the river in order to free completely the Port of London for peacetime traffic. Between the Essex and Kentish shores there are numerous wrecks remaining to be dealt with, most of them ships sunk by mines laid in the estuary by German planes. In the centre a coastal steamer is being brought to the surface. Her deck was just awash at low water, and, after divers had examined the vessel and had temporarily patched a hole in her bows, cables were passed beneath the hull and made fast to two lifting vessels at low water. Helped by the buoyancy of the lifting vessels, the steamer floated to the surface as the tide rose. When a ship is lying in soft mud or sand, extra buoyancy usually has to be provided to overcome the suction. On the right of the drawing a special wreck-raising vessel is seen in action. This vessel has passed cables under a sunken craft at low water and, again using the power of the rising tide, it has lifted the wreck from the bottom and is carrying it suspended beneath her. The next task is to make for shallow water, where the upper part of the wreck will be above the surface when the tide ebbs, thus allowing repairs to be undertaken. On the left of the drawing a small wreck-marking vessel is moored over wreckage which may be a danger to shipping using the channel. Black balls are hoisted in certain positions in order to indicate how the wreck may be safely avoided, and a large green wreck-flag is flown at one of the masts. A green buoy is sometimes used as a marker

The Legacy of War

RAISING WRECKS and REPAIRING PORTS



CLEARING WARTIME WRECKS IN A FRENCH COLONIAL PORT: A submarine being brought to the surface in the harbour of Bizerta, Tunisia. This wreck was completely submerged, and divers were employed to pass strong lifting cables beneath the hull, afterwards attaching them to cylindrical pontoons which have been filled with water and sunk on either side of the wreck. A salvage vessel standing nearby then pumps air into the pontoons until the water is expelled, and the pontoons, becoming completely buoyant, float to the surface carrying the submarine with them. Calculations have previously been made regarding the amount of lift required to float the wreck, and much depends upon the exactitude of this initial planning. When the submarine has been floated she is towed into dry-dock and repairs to the hull are at once put in hand



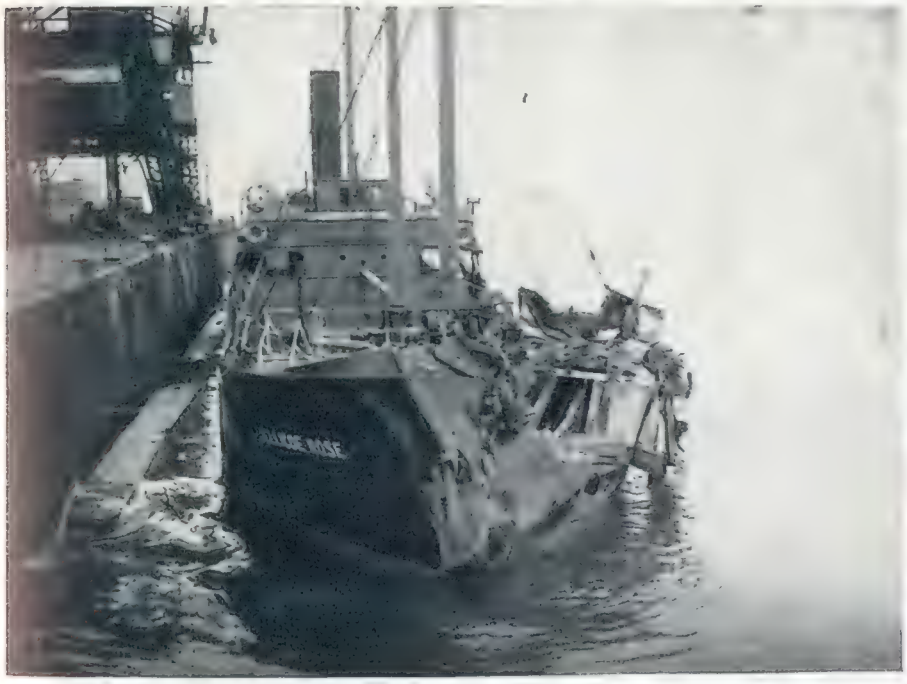
***On left*—THE RECONSTRUCTION OF THE PORTS OF FRANCE: Work in progress on the great dry-dock at Le Havre, where the damage done by the retreating Germans and by Allied aerial bombardment will take several years to repair. The side of the dock, it will be seen, was hit by an H.E. bomb, and most of the surrounding workshops and installations were also damaged.** Le Havre suffered more than any French port, and to-day there remain only 2,000 metres of serviceable quays as compared with a pre-war total of 22,000 metres. When the Germans realised that Le Havre was a definite British objective after the D-Day invasion, they sank 160 ships at the entrance to the port, and all of these will have to be raised before Le Havre can regain fully its international status and serve as a terminus of the French service on the North Atlantic. Other ports of France suffered almost equally severely, but Cherbourg was fortunate in being largely repaired by the Allies following the invasion. Bordeaux, too, suffered considerably, being heavily bombed by the Allies and mined by the Germans. One cargo-boat, the *Belgrade*, lies in the estuary of the Gironde weighted down by many tons of mud, and it will take six months to refloat the vessel. Bordeaux is able to function as a port, however, and through it are coming considerable quantities of grain from America. At Marseilles, the greatest southern port, reconstruction work is well advanced, and eighty-one of the 173 ships sunk in the port have already been brought to the surface—*Drawings by S. E. Beck*

THE S.S. "MERCHANT ROYAL" IN TROUBLE OFF THE SOUTH COAST: The destroyer "Savage" and a tug standing by after the 5,000-ton ship had been damaged in a collision in dense fog with the United States ship "William B. Travis" (7,176 tons). The collision took place twenty miles off Brixham, Devon, and so dense was the fog that the Torbay lifeboat searched for five hours without locating the "Merchant Royal." Eventually the "Savage" came to the rescue and the "Merchant Royal's" crew abandoned ship — *From an oil painting by Montague Dawson*

MERCHANT SHIPS COLLIDE

During Summer Fogs Round Britain's Coasts

Even in these days of radar control fog still creates trouble among shipping round Britain's coasts, and on this page details are given of three recent collisions at sea during the early summer fogs. For many hours the sinking *Merchant Royal* was entirely lost in the fog, both the Torbay and Weymouth lifeboats failing to locate her, and it was well that the destroyer *Savage* was able to go to the rescue. The British steamer *Jellicoe Rose* was also the victim of a collision with an American ship off Start Point, while a Dutch and a Greek steamer came to grips off the Lizard



WHAT HAPPENED TO THE "JELLICOE ROSE": The British merchant ship with her bows badly holed after she had limped into Portland Harbour following a collision with the American ship "William Brewster" in a Channel fog off Start Point. The "Jellicoe Rose," it will be seen, received a tremendous blow on the bow, the plates being broken in for a distance of 20 ft. and more. Not being radar equipped, the "Jellicoe Rose" had no means of taking avoiding action

***On left*—THE GREEKS HAD THE WORST OF IT: This gaping hole was torn in the side of the Greek steamer "Garassimos Vergottis" when she collided off the Lizard with the Dutch vessel "Van Ostrade."** The *Garassimos Vergottis* immediately sent out an SOS, but such was the density of the fog that the Lizard and Penlee lifeboats were both unable to locate her. When this picture was taken the Greek steamer had been towed to safety in Falmouth Harbour. The Dutch vessel was able to proceed unaided

PARTED IN THE MEDITERRANEAN, TO BE UNITED IN THE TYNE: The stern half of the 14,000-ton Norwegian tanker "Thorshovdi" being towed through the North Sea from Bone, Algeria. The "Thorshovdi" was torpedoed in the Mediterranean during the war. The tugs "Superman" and "Masterman" have already towed the fore part from Gibraltar to the Tyne, and now with the arrival of the stern the two halves will be united to make a complete ship. Since the close of the war several instances have been recorded of the two halves of a ship being reunited

AFTER SIXTY-FOUR YEARS IN BRITISH OCCUPATION—THE CELEBRATED CITADEL AT CAIRO WHICH WAS OFFICIALLY HANDED OVER TO THE EGYPTIAN ARMY AT THE BEGINNING OF JULY: An artist's impression of the imposing "Kremlin of the Nile," a town within a town, containing several mosques, a palace (used as officers' quarters), a hospital, a prison, a barracks and an arsenal. Its ceremonial evacuation by British troops was really the first visible step in the evacuation of Egypt. A guard of the Egyptian Army now does duty at the Citadel, and the Egyptian flag now flies at the entrance—*Drawing by W. G. Whitaker*

HANDING OVER THE CAIRO CITADEL

British Troops Evacuate the Fortress After Sixty-four Years of Continuous Occupation

AS THE BRITISH FLAG WAS ABOUT TO BE HAULED DOWN FROM THE CAIRO CITADEL: The scene outside the main gate of the fortress when the ceremony was about to begin. Drawn up on the right are the men of the Highland Light Infantry, while the Egyptians, on the left, are members of the 1st Garrison Battalion. ***Below*—**The British detachment arriving

AN HISTORIC EVENT IN THE HISTORY OF ANGLO-EGYPTIAN RELATIONS: Lieut.-General Sir Charles Allfrey, G.O.C. British Troops in Egypt, handing over the key of the Cairo Citadel to Ferik Ibrahim Atallah Pasha, the Chief of Staff of the Egyptian Army, thus symbolising that this famous landmark of Cairo had been returned to Egypt

The historic Citadel of Cairo, Saladin's vast palace which is in many ways reminiscent of Moscow's Kremlin, was the scene of a significant ceremony at the beginning of July, when the Union Jack was hauled down, the Citadel key was handed over to the Egyptian Chief of Staff, the guards were changed, and the British troops marched out after a continuous occupation of sixty-four years. That occupation began in 1882, when the Citadel surrendered to Sir Garnet Wolseley's forces, and since then it has been associated in the Egyptian mind as a symbol of British domination in Near Eastern affairs. The evacuation of the Citadel really marks the visible start of the British evacuation of Egypt, although during the past six months over 20,000 troops and 100,000 tons of stores have been removed from Alexandria and Cairo. The Citadel is one of the most interesting of the historic buildings of the Egyptian capital, and it is certainly one of its most striking landmarks. Although built by Saladin, the name of its founder is apt to be overshadowed in the minds of visitors by the dominant personality of Mehemet Ali, who, however, only restored the walls. The memory of this Oriental Napoleon is certainly closely associated with many of the principal historical events associated with the fortress in the nineteenth century

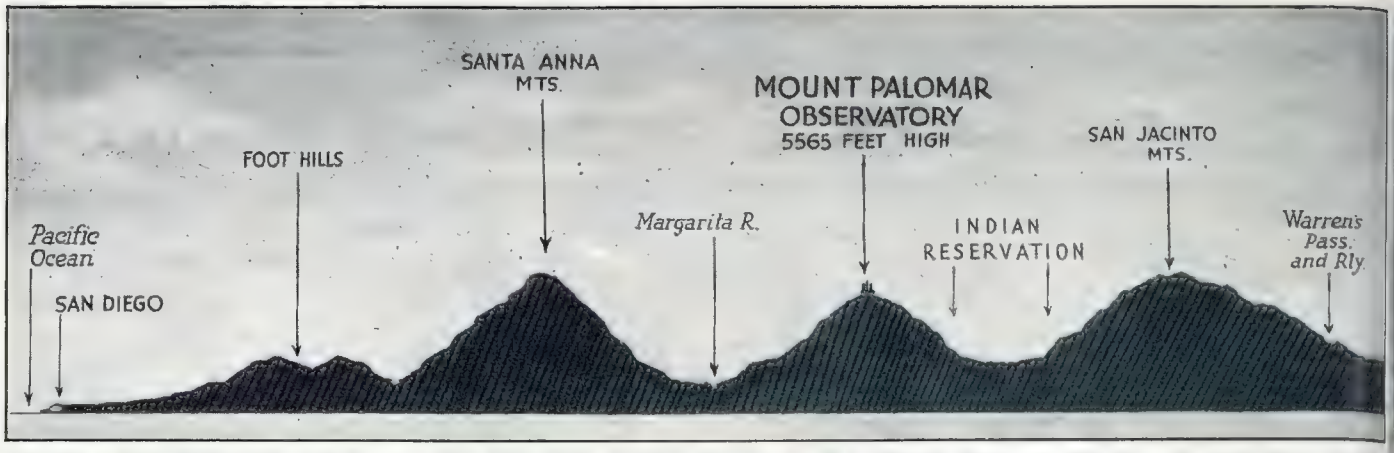
A BRITISH GARRISON STILL HOLDS TOBRUK—THE MEN CHEERING GENERAL SIR BERNARD PAGET, COMMANDER-IN-CHIEF MIDDLE EAST, AFTER HIS FAREWELL VISIT TO THE CELEBRATED PORT: Sir Bernard, who is retiring from the post of C.-in-C., paid farewell visits to Tobruk, Benghazi and Tripoli, during which he gave his customary special attention to the arrangements for the welfare of the troops at these now-isolated stations, which were at varying times in the thick of the fighting. Tobruk to-day still wears a desolated appearance, and its port installations have been entirely destroyed—*Drawing by W. G. Whitaker*

THE FUTURE OF CYRENAICA—THE ITALIAN COLONY IN NORTH AFRICA WHICH WAS A BATTLEGROUND DURING THE WAR AND THE FATE OF WHICH IS NOW IN THE BALANCE: A diagrammatic sketch showing the nature of the country between Benghazi and Bomba, with the fertile coastal plain giving way to the wooded hill country and the limestone plateau of the interior—*Drawing by E. G. Lambert*

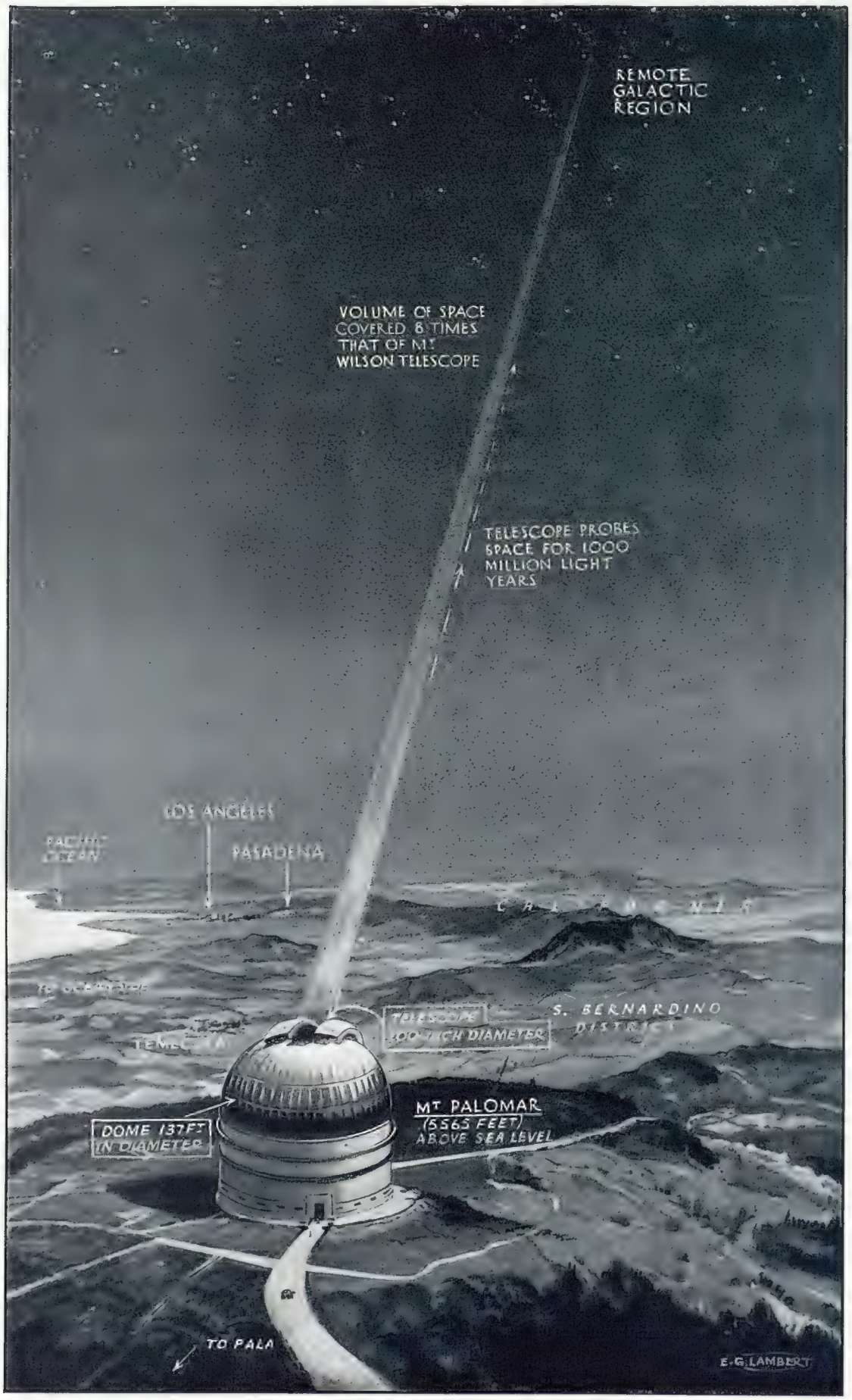
Among the many problems touched upon by the Big Four during the course of their Paris Conference was the question of the future of the former Italian colony of Cyrenaica, that strip of fertile territory, between the boundaries of Egypt and Tripolitania, which during the war years was the scene of such intensely dramatic fighting and such fluctuating fortunes. At the Conference Mr. Bevin urged that there should be a delay of at least a year before the whole Libyan question should be settled, thus giving the Arab peoples of North Africa adequate time to state their case. It is certain that Cyrenaica will never again fall under Italian domination, and that the first interest is the welfare of the Senussi people. The native inhabitants are almost all Arabs, and, since Cyrenaica became a battleground, the Italian population in town and country either fled or were removed to Tripolitania to escape Senussi vengeance. Where there were perhaps 35,000 Italians in 1939, there are now possibly fifty, and when the British military administration was set up in 1943, after the Eighth Army had finally driven out the enemy, normal life had ceased in the Italian colonised area. To restore the prosperity of Cyrenaica may take many years, and it is believed in some quarters that the best answer lies initially in the encouragement of the Arab pastoralist and later in the cultivation of olives and almonds, crops which can be profitable

MOUNT PALOMAR'S 200-INCH TELESCOPE

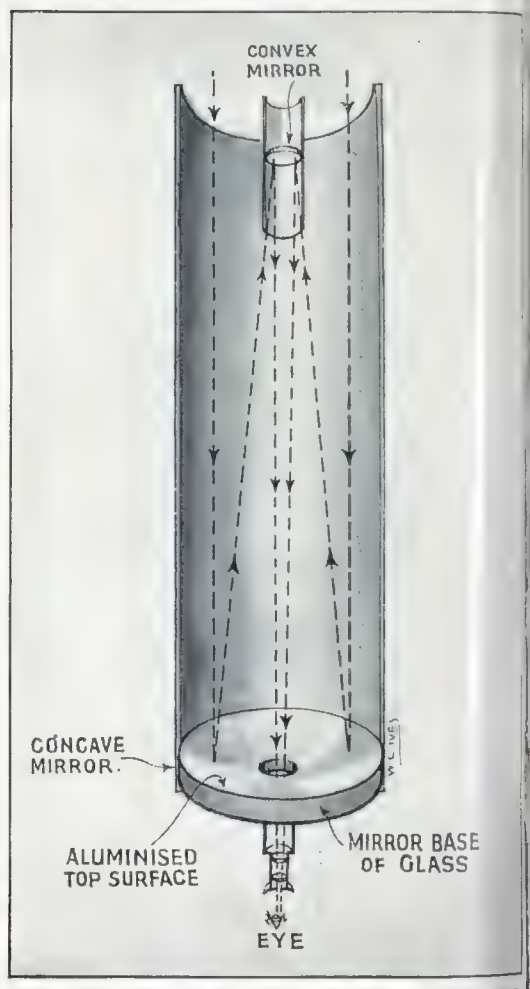
Will Probe Space to a Distance of One Thousand Million Light Years



WHERE AMERICA'S GIANT TELESCOPE WILL BE INSTALLED : A diagrammatic drawing showing the position of the 5,565-ft. Mount Palomar on which a modern observatory has been built to accommodate the 200-in. telescope which is now in course of completion. Mount Palomar lies to the east of the Santa Anna Mountains in the San Bernardino District of California, and it has been chosen for the new observatory on account of the rarefied atmosphere. Another two years may be needed before the great telescope will be ready for action, work on its construction having been delayed during the war. The telescope will be able to probe space to a distance of 1,000,000,000 light years and, needless to say, it will extend the present limits of observation

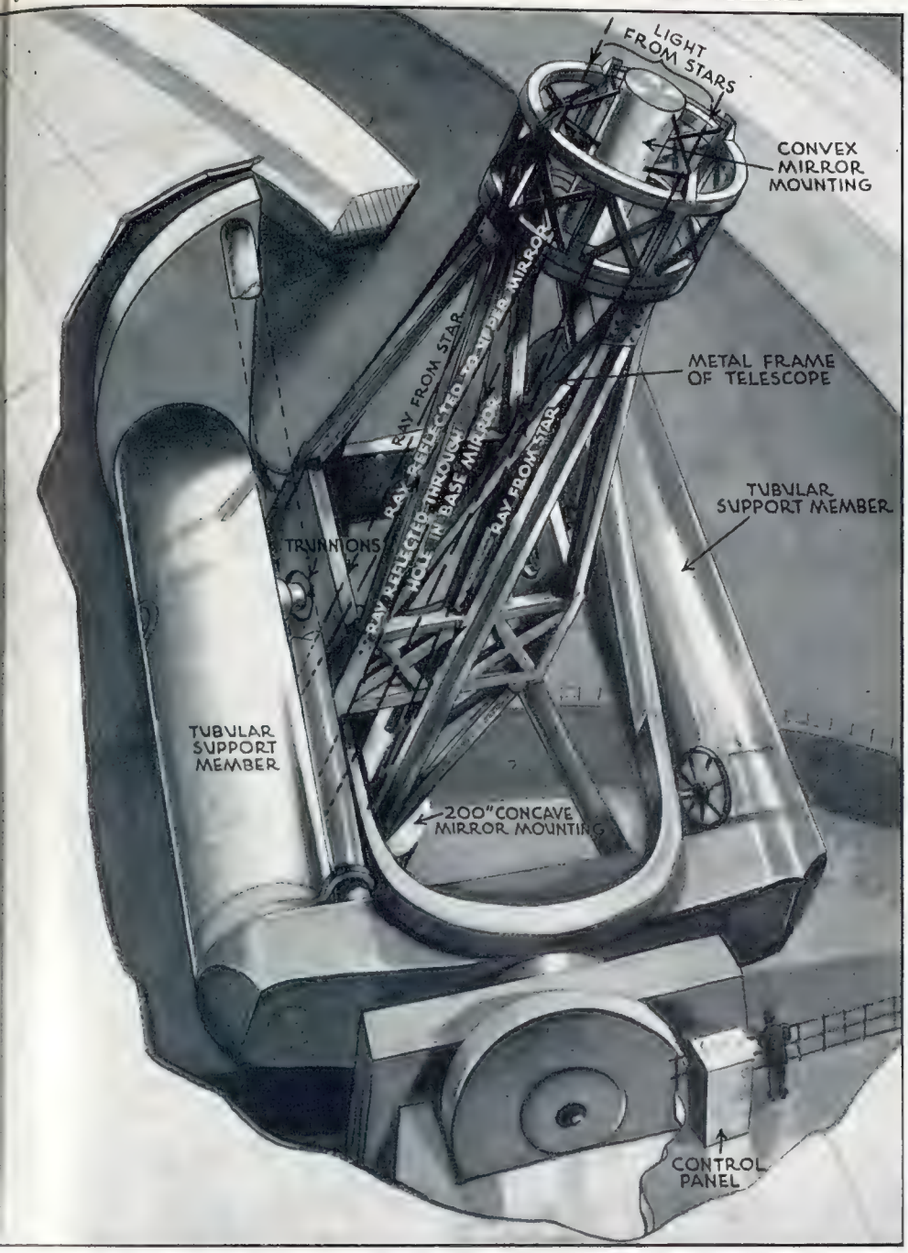


TO PROBE YET MORE SECRETS OF THE UNIVERSE : A diagrammatic drawing showing the dominating position of the new Hale Observatory, which has been built in the rarefied atmosphere of Mount Palomar in the Californian mountains to accommodate the new 200-in. telescope. The Hale Observatory will specialise largely in photographic observations, and it is certain to extend greatly the present limits of observation. There is no telescope in Great Britain of anywhere near comparable size, our largest instrument having an aperture of 36 ins. only—*Drawing by E. G. Lambert*

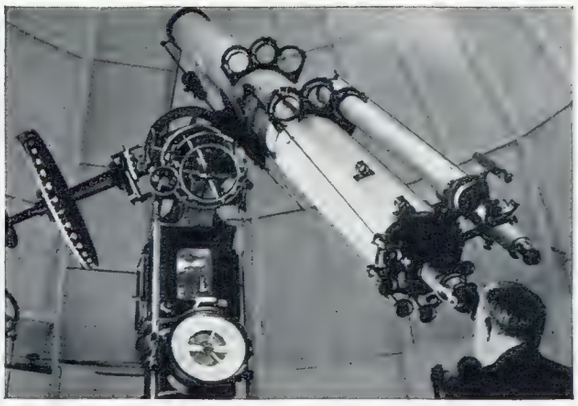


HOW THE STAR LIGHT WILL TRAVEL WITHIN THE MIGHTY REFLECTING TELESCOPE AT MOUNT PALOMAR : A diagrammatic sketch indicating the construction of a Cassegrain-type telescope which has a convex hyperboloidal mirror which reflects back to the eye the rays from the aluminised top surface of the concave mirror. This system, in which aberrations have a tendency to correct each other, was first employed with marked success in the great Melbourne telescope and later at Mount Wilson

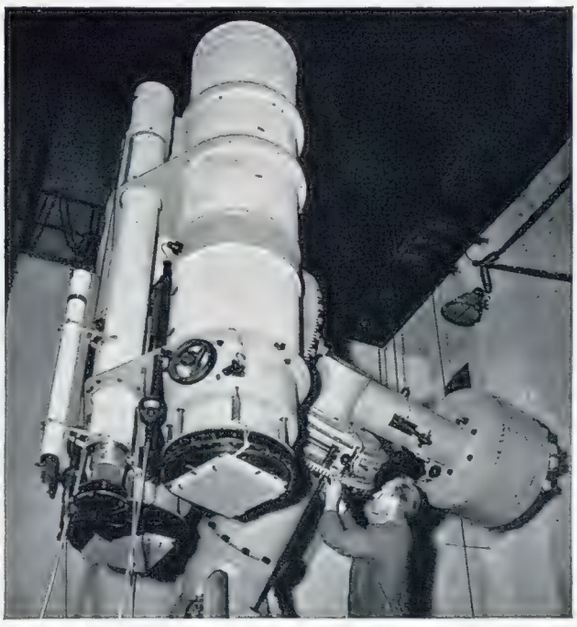
While research in many branches of science was speeded up during the war, notably in the realm of atomic physics, astronomical research tended to languish, and it is only now that the nations are once again turning to this vital work. The great 200-in. telescope at Hale Observatory, Mount Palomar, California, work on which was stopped after Pearl Harbour, is now well on the way towards completion, and on these pages some details are given of this remarkable Cassegrain telescope which will probe so far beyond the present limits of observation, adding considerably to our knowledge of remote galaxies and doubtless providing information bearing on the question of the expansion of the universe. The observatory has been named after the late Dr. G. E. Hale, the brilliant astronomer who founded the Mount Wilson Observatory and devised successfully the original plans for the present project of mounting a 200-in. giant. The observatory building is a vast circular structure, the massive concrete walls being over 60 ft. high and carrying the rails upon which the dome revolves



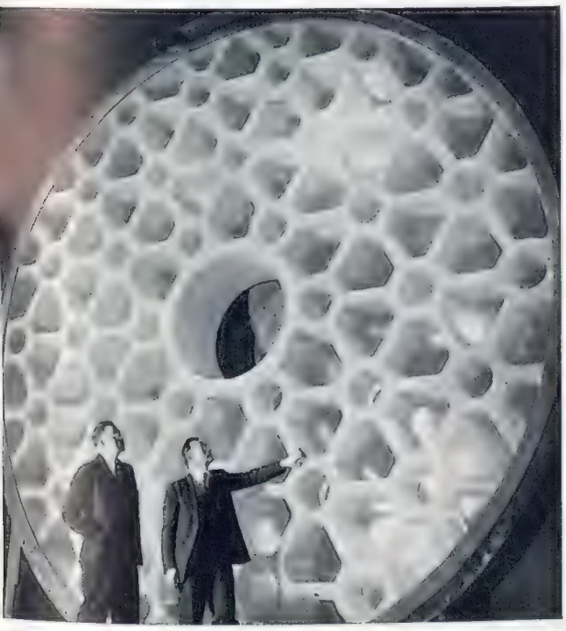
WITHIN THE VAST DOME OF THE HALE OBSERVATORY, MOUNT PALOMAR: How the 200-in. Cassegrain telescope will be yoked between massive tubular supports. The frame, which will be electrically operated, will enable the telescope to point in any desired direction in the heavens, the operation being carried out from the control panel in the right foreground. This Cassegrain form of telescope, in which the light rays are reflected from the 200-in. concave mirror to a convex hyperboloidal mirror, has special advantages for spectroscopic purposes, and it has now displaced the Gregorian telescope. This telescope at Hale Observatory will point to the heavens through a slot 30 ft. wide—*Drawing by W. C. Ives*



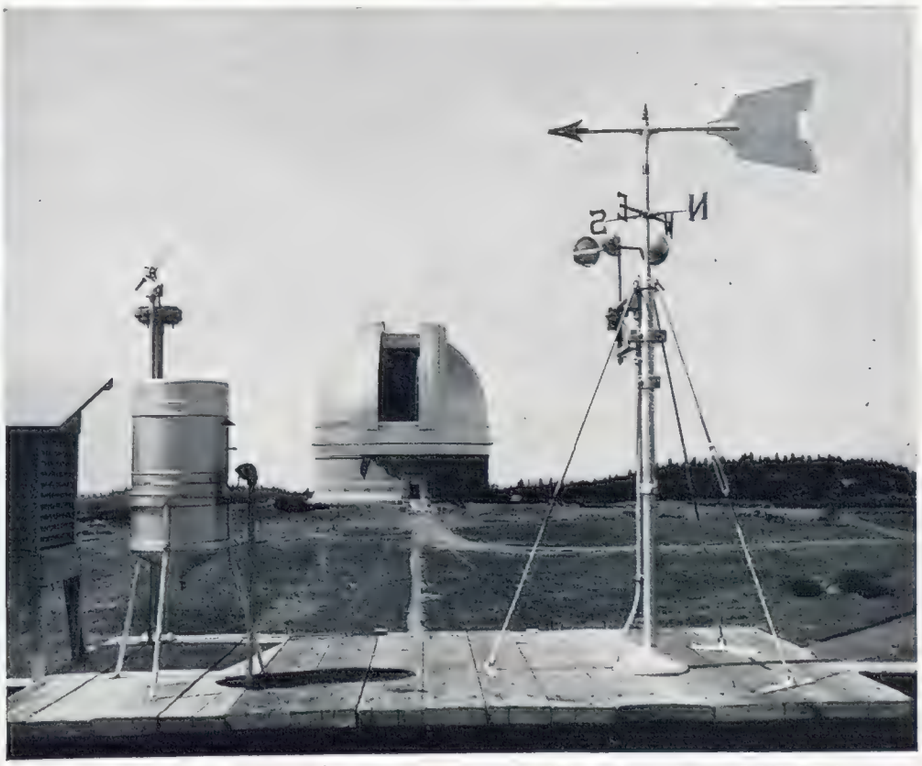
A NEW AND LOFTIER SITE FOR A CELEBRATED EQUATORIAL TELESCOPE: This high-powered instrument, built in 1912 and for over thirty years a landmark at Rochester, New York, has recently been presented to Harvard University. It will be installed in the observatory at Climax, Colorado, at the summit of the Rocky Mountain Divide at 11,200 ft. above sea-level. It will be used jointly by the Universities of Harvard and Colorado



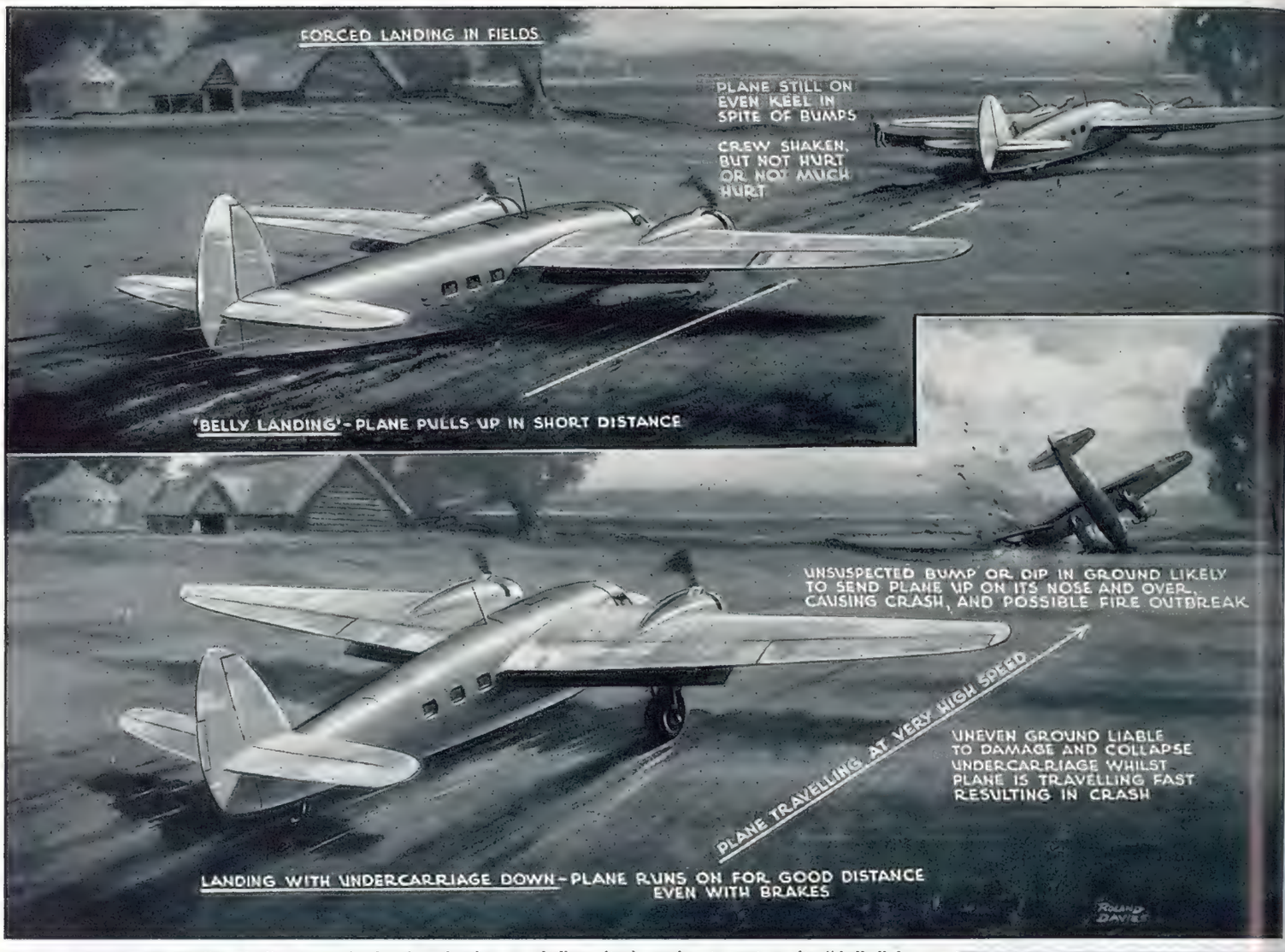
THE ZEISS OPTICAL WORKS AT JENA OPERATES ON BEHALF OF THE RUSSIANS: A technician at work on a giant telescope which, when completed, will be shipped to the Soviet Union as war reparations. The celebrated Zeiss plant, which suffered very considerable damage by bombing, has now been brought back to full pre-war production, and it constitutes one of the most important industries in the Russian Zone of Germany



THE GIANT EYE OF HALE OBSERVATORY: Dr. George McCauley and Professor Hostetter, of Corning Glass Works, New York State, inspecting the honeycombed under-surface of the 20-ton 200-in. telescope after its manufacture and before its shipment to California. Work on this mirror was stopped when America entered the war, and it will be a year or more before the reflector is installed in the observatory on Mount Palomar



PROGRESS ON MOUNT PALOMAR: The circular observatory building, situated over 5,565 ft. above sea-level, is ready for the installation of the 200-in. reflector, but the work on the mirror itself was held up by the war. The observatory building has a diameter of 137 ft. and an aperture 30 ft. wide. The upper part of the dome revolves, so that the telescope can observe through 90 deg. of angle and 360 deg. of bearing. In the foreground is some of the meteorological equipment essential to the operation of the observatory

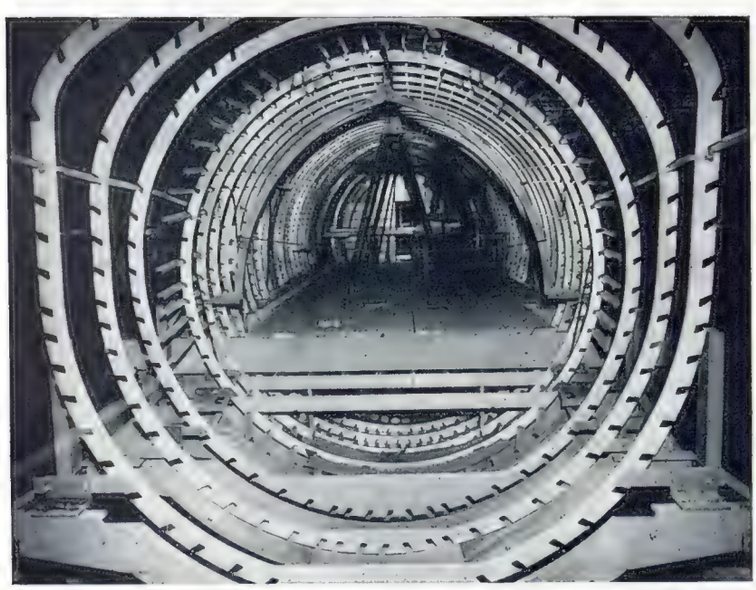


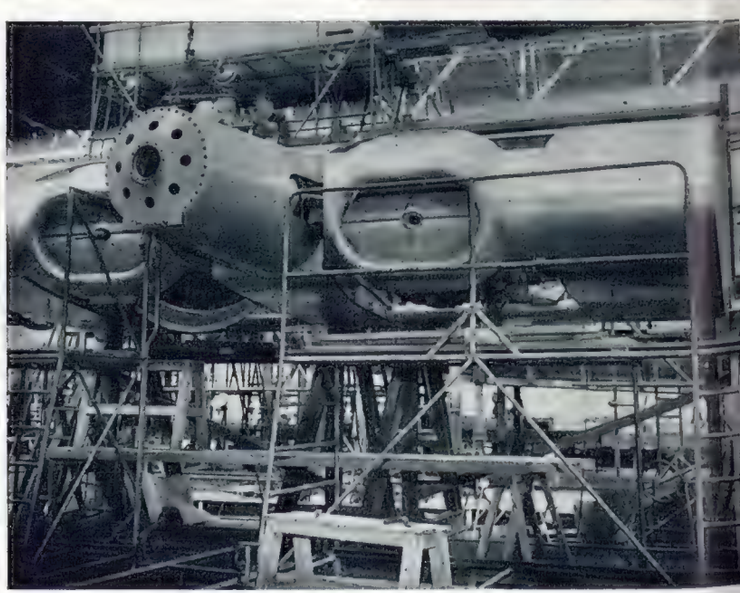
CRASH LANDING TECHNIQUE: A diagrammatic drawing showing an air-liner (top) coming to rest on its "belly" in an open field, and (below) attempting unsuccessfully to land with the undercarriage lowered. It is an almost invariable rule that all forced descents on rough ground must be done with the undercarriage raised, thus eliminating a large measure of damage and shock. The matter assumes particular importance in air-liners equipped with pressurised cabins, as there is said to be a fire hazard in the present system of installing cabin superchargers. The whole question is now under review in the United States—*Drawing by Roland Davies*

THE ART OF "FORCED LANDING"

How the Pilot Can Bring His Passengers to Safety in an Emergency

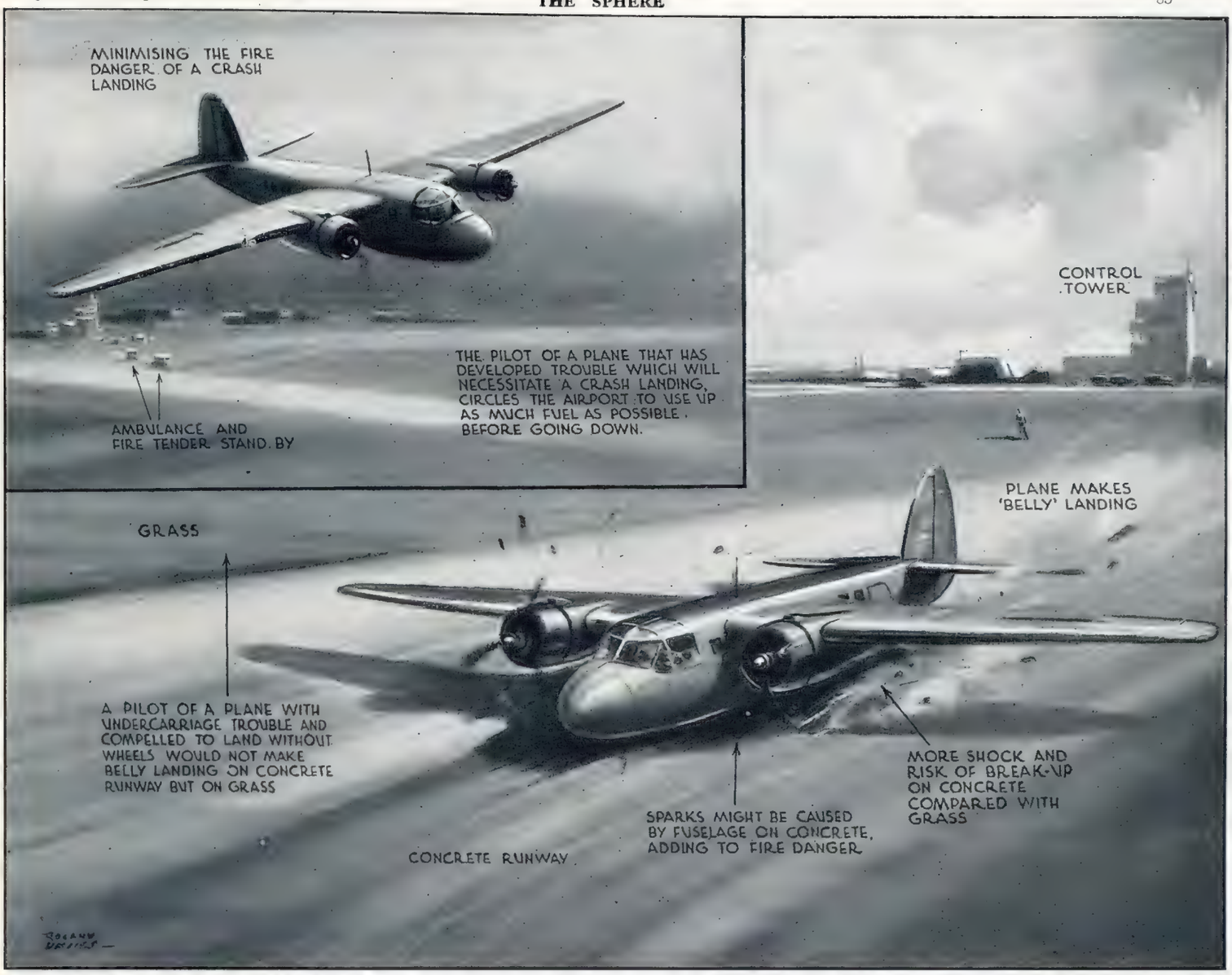
The subject of forced landings has been much to the fore of late in aviation circles as a result of the accident to a Panair Constellation in the United States, carrying among its passengers Vivien Leigh and Laurence Olivier, homeward bound from New York. The giant four-motored Constellation, minus one motor, was skilfully crash-landed in a 3,000-ft. belly skid in the Connecticut countryside, and all the forty passengers disembarked in safety. The pilot's resource in landing with his undercarriage up and in choosing a suitable spot to make the descent undoubtedly saved many lives. At a subsequent investigation certain disturbing facts came to light, and as a result the United States Civil Aeronautics Board ordered the use of the pressurisation system in the Constellation to be suspended because of an alleged fire hazard in the present method of installing the cabin supercharger. The full details of the hazard were not made generally known at the time, but for the moment the Constellations are deprived of pressurisation and also of cabin heating. This ban has applied also to the Constellations operated by the British service, and modifications are doubtless now being made



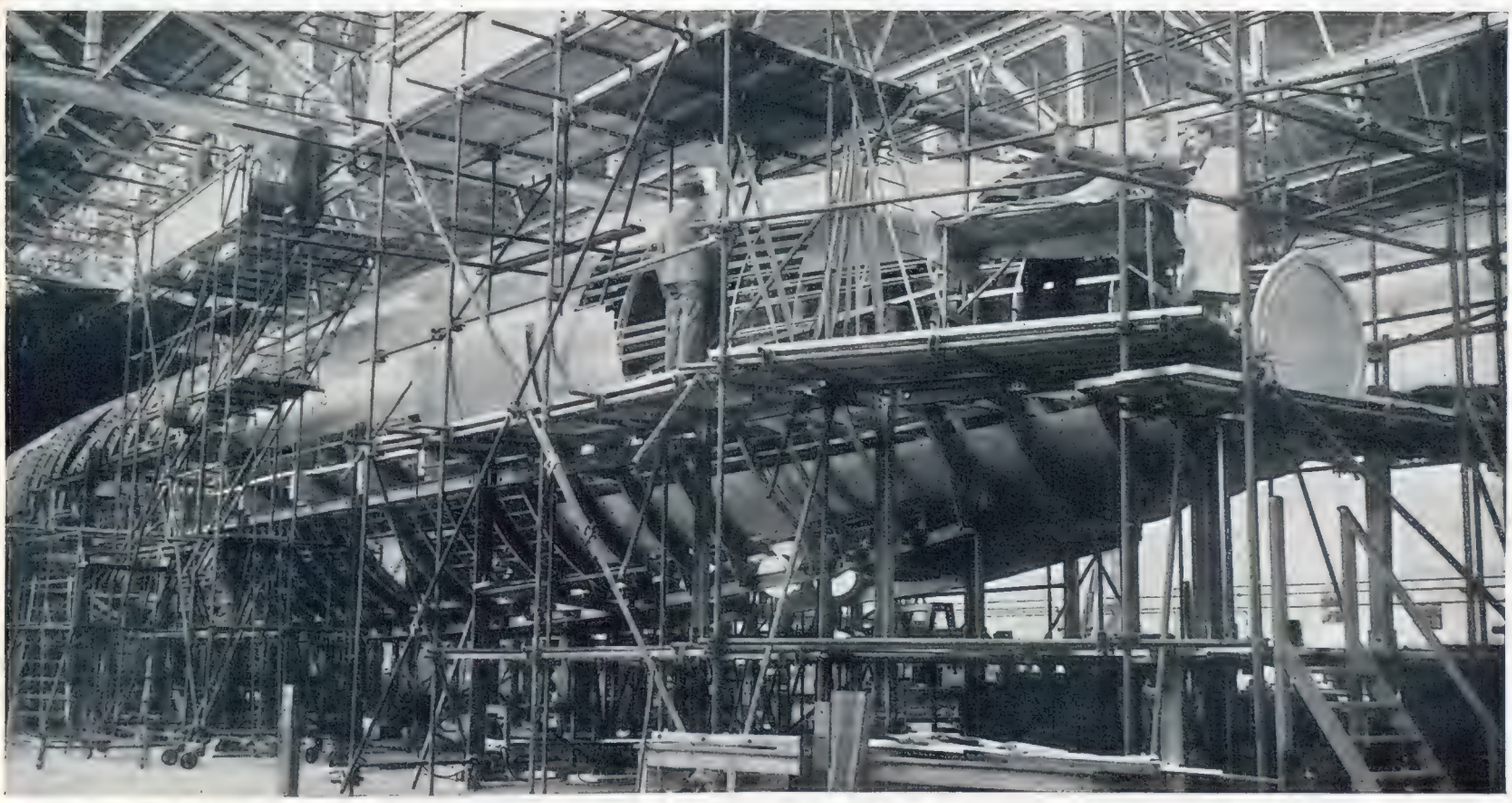


THE GROWTH OF THE BRISTOL BRABAZON: *Left*—An interior view of the 177-ft. fuselage of the giant machine which is now taking shape at Filton, near Bristol, and (*right*) a close-up of one of the wing components showing how two gas turbine units will be coupled to one airscrew

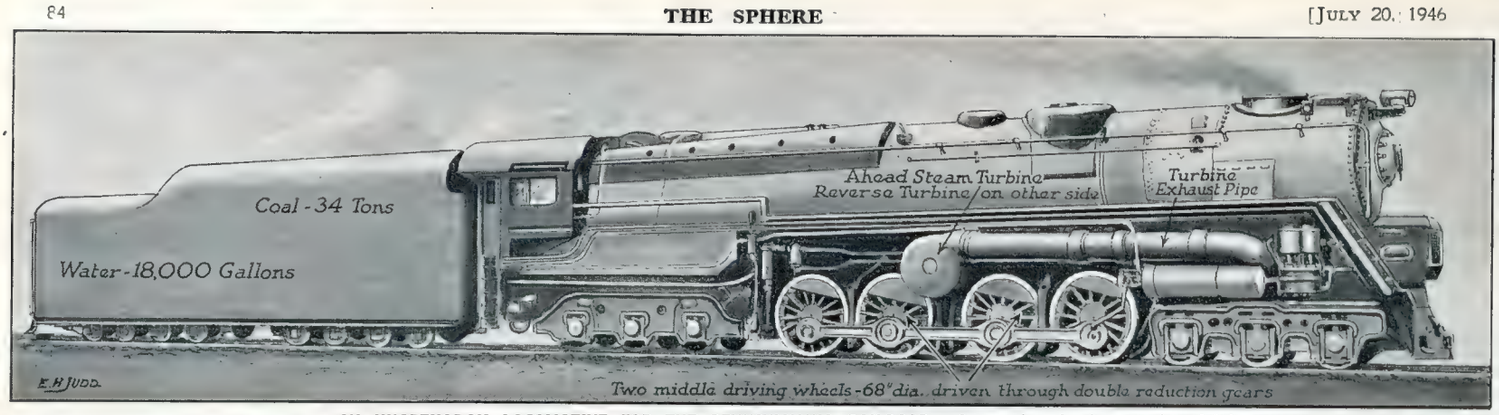
The Bristol Brabazon, Britain's largest air-liner, continues to make progress at Filton, and the 177-ft. fuselage is now receiving its metal skin. The Brabazon is not expected to take the air before the summer of 1947, and its wings, which span 230 ft., cannot be fitted to the fuselage until Filton's new £1,500,000 hangar is completed. Before the take-off from Filton the runway will also have to be extended. The Brabazon is designed to fly between London and New York at a cruising speed of 350 m.p.h. and at a height of more than 35,000 ft., thus keeping "above the weather" throughout the journey. Her eight gas turbine units, coupled in pairs, will drive four airscrews. Of recent months a deal of controversy has surrounded the Brabazon, largely because there is a body of aeronautical opinion both in Britain and the United States opposed to the desirability of constructing these giant aircraft



THE DANGER OF A "BELLY" LANDING ON CONCRETE—AN AIR-LINER MAKING A FORCED DESCENT ON THE RUNWAY OF AN AERODROME: So great is the friction in a landing of this sort that no experienced pilot would attempt it if he could possibly find a stretch of grass on which to alight. If the fault lay with his undercarriage and not in his motors, he would in addition cruise above the aerodrome (inset above) until nearly all fuel was exhausted, thus minimising the risk of fire. The whole question of crash landings is one that calls for lightning decision on the part of the pilot, and the recent Constellation accident at Windham, Connecticut, when all the forty-two passengers were crash-landed in safety, is evidence of the resource of the modern pilot—*Drawing by Roland Davies*



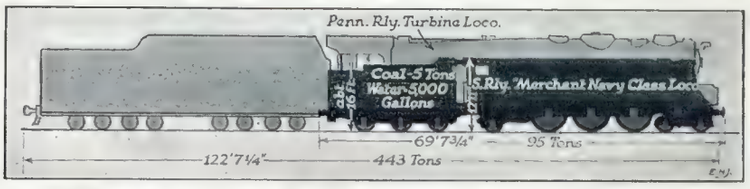
THE BRISTOL BRABAZON ON THE STOCKS—THE 177-FT. FUSELAGE OF BRITAIN'S LARGEST AIR-LINER IS FITTED WITH ITS METAL SKIN: A picture taken at the Filton plant, near Bristol, where the machine is now well on the way towards completion. The Brabazon will be able to carry eighty passengers, all of whom will have sleeping berths, at a cruising speed of 350 m.p.h. and at a height of over 35,000 ft. Until this machine enters the field of civil aviation in the summer of 1947, Britain has other types on which to rely, and progress on the Vickers Viking, the Tudor I and the Tudor II is now satisfactorily advanced



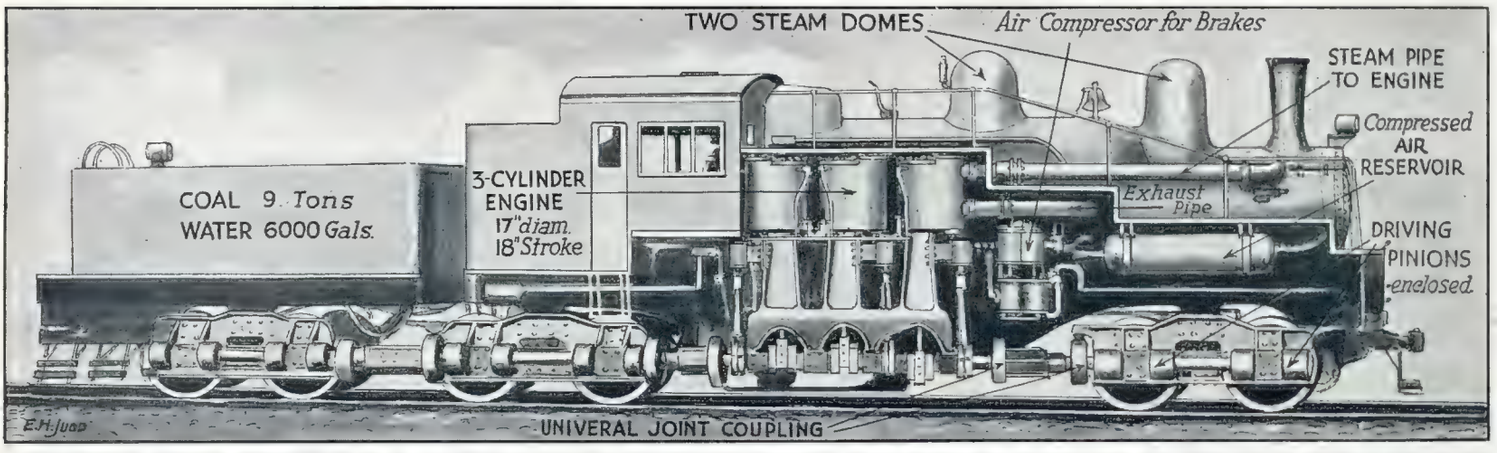
AN UNORTHODOX LOCOMOTIVE FOR THE PENNSYLVANIA RAILROAD : An engine having as its driving power a non-condensing steam turbine designed for high-speed freight and passenger work. A diagrammatic drawing showing the situation of the ahead turbine, of the turbine exhaust pipe, and of the 68-in.-diameter driving wheels which are driven through double reduction gears. Steam turbines are reckoned to be more efficient when condensing rather than when non-condensing, but in this particular design questions of great power and speed have been carefully considered, and test results show that while steam consumption is high at starting and at slow speeds, it is considerably lower at speeds over 30 m.p.h. On the long-distance services usual in America it is possible to maintain high average speeds over long periods, and the Pennsylvania company expect to achieve a considerable saving in running costs. The ahead turbine allows of the engine travelling at 100 m.p.h.

DEVELOPMENTS ON U.S. AND BRITISH RAILWAYS

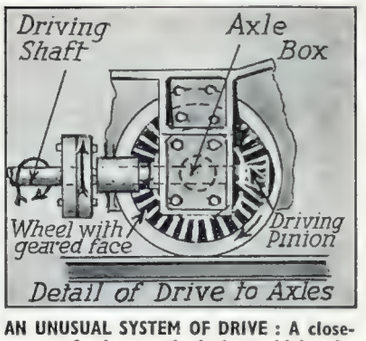
America Introduces the Non-condensing Steam Turbine



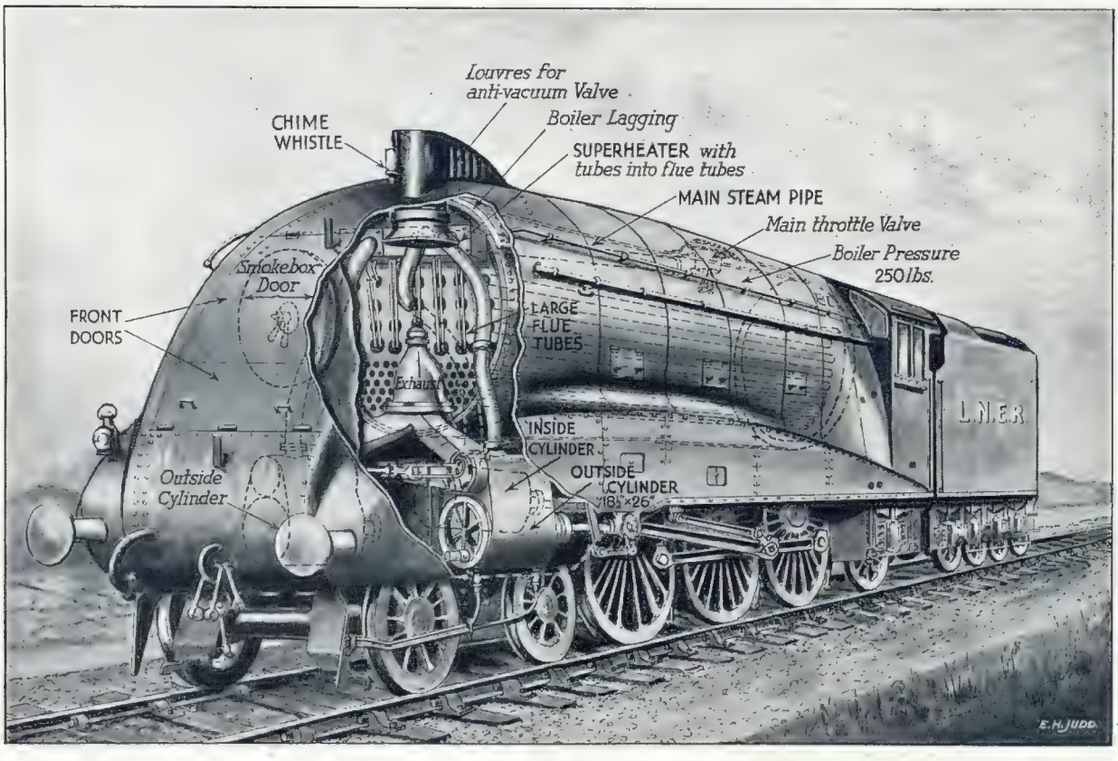
AN ANGLO-AMERICAN COMPARISON : The non-condensing steam turbine locomotive of the Pennsylvania Railroad contrasted with an engine of the Southern Railway's "Merchant Navy" class. The turbine engine weighs 443 tons with tender, as compared with the 95 tons of the British engine. The reverse turbine gives a speed in reverse of 22 m.p.h.



THE "SHAY" GEARED LOCOMOTIVE—ANOTHER UNORTHODOX TYPE OF ENGINE USED ON THE WESTERN MARYLAND RAILWAY : A diagrammatic drawing showing the system of drive in this powerful locomotive used extensively in North America for hauling minerals and timber and for rough logging work over bad tracks and steep gradients. The great power, flexibility and distribution of weight in the "Shay" combine to give it marked advantages over more conventional types. The engine is of the three-cylinder vertical type, and is placed on one side of the locomotive, necessitating the boiler being fixed a little off-centre. The engine drives the locomotive axles, which are arranged in three pairs mounted on bogies, through universal joint couplings and slip-joints connected to each bogie unit. On the face of each driving wheel—on the right-hand side—is a circular geared face which gears with a pinion on the driving-shaft. The axle-box is embodied in the unit between the pinion and its bearing. The tractive force is over 59,000 lbs. and the maximum speed 22 miles an hour. The overall length of the locomotive and tender is 66 ft., and the combined weight 160 tons. There are still many parts of the United States where the "Shay" is the ideal locomotive and speed is a non-essential



AN UNUSUAL SYSTEM OF DRIVE : A close-up of the method by which the driving shaft of the "Shay" locomotive is geared to the axles. This method provides immense power on steep gradients, but limits very considerably the speed of the locomotive



***On left*—A GIANT OF THE ROAD—THE L.N.E.R.'S CLASS A-4 PACIFIC LOCOMOTIVE : An engine which carries the express passenger traffic and is regarded as one of the most reliable types now in service.** The A-4 has three cylinders of 18½ ins. diameter by 26-in. stroke, and it is fitted with the extensively-used Walschaert gear. Classified as a 4-6-2, the locomotive has six coupled driving wheels each being 6 ft. 8 ins. in diameter. The boiler pressure is 250 lbs. per square inch and the steam is highly superheated. The engine alone, without tender, is 43 ft. long and weighs 103 tons. The outer surfaces are streamlined. At the present moment the L.N.E.R. is embarking on a £50,000,000 plan of post-war reconstruction and improvement, and already orders have been placed for 300 new engines. The company's five-year rolling-stock plan, however, calls for 1,000 new engines of varying types, 5,500 carriages and 70,000 wagons

(Drawings by Edwin H. Judd)

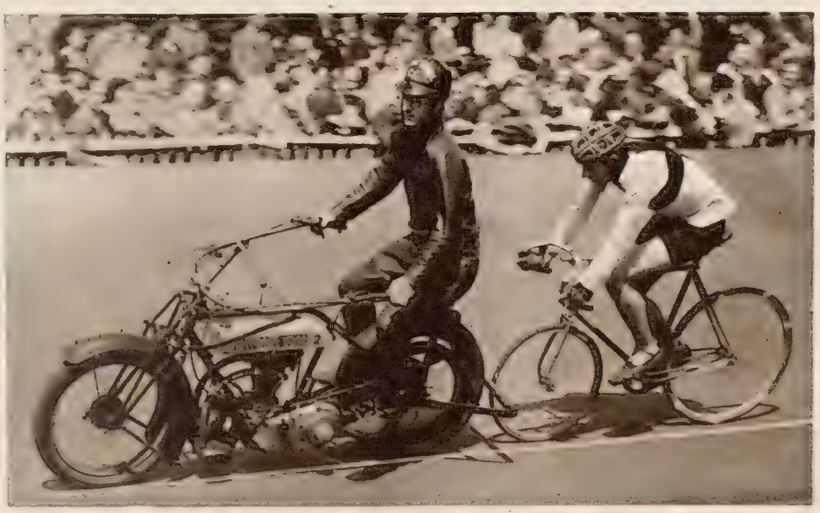
This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

This page is missing from the print copy used for digitization.
A replacement will be provided as soon as it becomes available.

HE FIGHT FOR THE ASHBURTON SHIELD : A general view of the shooting at the Bisley Rifle Meeting when the British Public Schools competed for the coveted trophy. The winning team was Blundells School

THE WINNING BLUNDELLS TEAM : The victors in the Ashburton Shield of 1946 posing at Bisley after their success. They scored a total of 461, which is much below the average of pre-war years, and the runners-up were Eton and Sedbergh, with scores of 460. The outstanding Blundells marksman was Sergeant Tibbitt, who scored a total of 62 points. On the same day, some of the marksmen who had competed in the Ashburton took part in the individual competition for the Spencer Mellish Cup, and this was won by T. F. H. Baring, an Etonian

THRILLS OF THE SPEED TRACK : Frank Lilley, the side-car passenger, does a brilliant balancing act as J. Surtees steers his Norton round a bend when setting up a new record of 49·33 m.p.h. for motor-cycle combinations at Brand's Hatch, near Farningham, Kent. The Norton is cornering at such speed that even Surtees brings his right leg up in order to help keep the machine on the track. The competitors have very little banking to help them, and each bend constitutes a hazard



THE MOTOR-PACED CYCLING CHAMPIONSHIP AT HERNE HILL : W. A. Lane, of Fountain Cycling Club, winning Heat 1 of this ten-mile event, which always provides spectacular fare for cycle-racing enthusiasts. In these motor-paced races the riders frequently average 45 m.p.h. The pacer sits bolt upright on his machine, and as he cruises round the track at gathering speed his back breaks the bulk of the wind-resistance for the rider following behind

THE EIGHTEENTH HOLE AT ST. ANDREWS—JOHNNIE BULLA, OF THE UNITED STATES, ABOUT TO PUTT IN THE FINAL ROUND OF THE BRITISH OPEN GOLF CHAMPIONSHIP : A picture taken at the Royal and Ancient Club on the last day of the recent meeting, when the British players failed to stay the course after a promising start, and the trophy went to Sam Snead, of Virginia, Bulla being one of the runners-up in company with Locke, of South Africa. Six of the first ten places were occupied by overseas players, and Henry Cotton and Dai Rees, on whom British hopes were so largely set, disappointed in the last round when the Championship was within grasp. In the closing stages all the competitors were troubled by the very high wind which swept across the course, and the crowd saw one player after another get into difficulties from which they never recovered. Snead plays golf as a free-lance professional in America, and he is one of the longest hitters in the game

A NORMAN CHURCH IN LONDON'S MEAT MARKET: This picture, taken from the organ loft, is of the interior of the oldest parish church in London: the church of St. Bartholomew the Great, in Smithfield Market

AN EARLY-SIXTEENTH-CENTURY GATEWAY IN CLERKENWELL: St. John's Gate, Clerkenwell, part of the priory of St. John of Jerusalem, founded about 1130 A.D., was rebuilt in 1504. The gateway is all that remains of it to-day

IN ALDGATE IS ONE OF LONDON'S OLDEST HOUSES: The craft of rope-making has been carried on in this house in Jewry Street for several generations. It was built in 1651 and survived the two great fires of London

IN SEARCH OF LONDON

What Visitors to the Capital are Told by Their Guides

By CHARLES GRAVES

IN spite of the forthcoming bread ration, it can be presumed that next year will see large numbers of Americans visiting England and particularly London, in an attempt to renew nostalgic memories of their stay in this country during the war. Thousands will take conducted-motor-coach tours as the easiest way to get from place to place. But what will the guides tell them and their women-folk? This is a matter of great importance in view of Anglo-American relationship. And what will they show them?

Old-stagers may remember that I "rubber-necked" round London in the pages of THE SPHERE shortly before the war. I have just taken a similar trip to secure a preview of what American tourists will be shown and told about gallant old London—and it has been rather depressing.

London is still being treated almost entirely as an historical city, full of statues. At least, this is what happened on the first of the two motor-coach tours I undertook.

Driving down Kingsway, our motor-coach, which contained fifteen American officers, soldiers and nurses, turned left by Aldwych. But did the guide mention the terrible incident there when the flying bomb killed over 100 people? Not he. He merely pointed out Bush House and the Chase National Bank. We drove past the shell of St. Clement Dane's. From the way the guide described it, it might have been standing in that condition since the Great Fire. No mention was made of the blitz. Much talk was made, however, of the ceremony preceding Royal visits to the City, when the King reaches Temple Bar. Much talk, too, was made about the Old Curiosity Shop, which we passed before entering Kingsway, though the guide admitted he had not read Dickens's book.

In Fleet Street we were told that only "the Marines of Portsmouth" were allowed to march, with fixed bayonets, through the City of London!

Ludgate Circus was described as the place where Edgar Wallace sold newspapers. It was not until we reached Ludgate Hill that the guide began to admit reluctantly that some devastation had occurred during the blitz. Unfortunately for the American sightseers, almost all the scenes of bomb incidents had been screened from view by tall sheets of corrugated iron. Once in St. Paul's, after a lengthy dissertation on the statue of Queen Anne outside the cathedral, the guide threw a passing reference to bomb damage and then concentrated on Sir Christopher Wren, Wellington and Nelson. He did say, however, that the modern generation of Englishmen "did not seem to have quite the energy of their forefathers in rebuilding London after 1666."

On reaching the Mansion House, the guide pointed out that this sector—from the Royal Exchange to the Bank of England—did not have a single bomb. In King William Street he spoke only of the extraordinary narrow thoroughfares in the City, and of the Monument. We now crossed the river above the Pool of London. His first real reference to modern conditions was in Tooley Street, where he recalled that 60,000 tons of cheese were stored under the roadway before the war; adding, "Now there is scarcely enough to bait a mouse-trap." When an American smiled surreptitiously, he continued in haste, "Of course, there are still some thousands of tons there." I would like to believe him.

His first and sole boast on behalf of London was that its docks were the biggest in the world, but it was quite apologetically that he pointed out the memorial to the 12,000 names of the men of the Merchant Navy who were lost at sea between 1914-18, and whose bodies were never recovered. "Of course," he said, "that was long ago."

We now reached the Tower of London, and I spoke to one of the Beef-Eaters, who told me almost the only interesting piece of information which I acquired during the whole afternoon. It was that there were only thirty-one of them now, because there is no longer sufficient housing accommodation for the remaining six. He also told me that the new Governor of the Tower was a former officer of the Duke of Cornwall's Light Infantry, and that by coincidence four men of the D.C.L.I. had all become Beef-Eaters in the past twelve months. . . .

Our guide now gave us a discourse about Traitors' Gate and the Bloody Tower and the two surviving ravens of the five who are on the strength of whatever regiment is stationed at the Tower—at the moment, the Irish Guards. Incidentally, the American officers and N.C.O.s in the party were much more interested in the smashing salute of the sentry when an officer passed than in references to the little Princes in the Tower. We were given practically no information about the blitz on the Tower of London, when the guard-room was hit. And only Rudolph Hess and Baillie-Stewart were mentioned as wartime prisoners there. But when we came to the execution-block and later on to the gibbet and the rack, the guide went into ecstasies of medieval detail.

(In the Norman Chapel, by the way, one of the Americans inquired whether the architecture was Roman. He was told that it was Norman. "Is that so?" was the unexpected reply. "That's mighty interestin'—Norman is older than Roman, huh?")

The Crown Jewels, of course, are still absent, and our party contented itself with viewing the magnificent collection of armour which is still marked with a notice, "*Nicht Berühren*" ("Do not touch," in German). Here I was hoping for really interesting details on the subject of ancient arms drill and how knights in armour were the predecessors of the modern tank. But not a bit of it.

On the way back, it was only at the special request of one of the party that we drove through devastated Fore Street. But even here the guide had no comments to offer of the terrible night of December 29-30, 1940. Coming back by Smithfield, I hoped for some reference to the English meat ration. But no, again.

Admittedly, when we drove along the Embankment he showed some grief for the destruction of the Middle Temple before he pointed out the Savoy Hotel, telling us that it was one of the most exclusive in London. But Cleopatra's Needle did not elicit any comment—not even its scars from the Zeppelin bomb in World War I. And so we returned to

PUTNEY HIGH STREET HAS THIS FIFTEENTH-CENTURY TOWER: The tower of St. Mary's, close to the river, dates back to the fifteenth century, although the remainder of the church is early nineteenth

THE NEW LIBRARY OF MIDDLE TEMPLE AS IT IS TO-DAY: The famous library was badly damaged by land-mines and flying bombs, and it is thought that it will be at least ten years before it can be restored. Most of the books will be brought back shortly from the country house in which they were stored during the war, and they will be accommodated in a building in Brick Court

N OLD ALCOVE SEAT AT GUY'S HOSPITAL: Originally situated on the old London Bridge, which was demolished in 1831, this seat was re-erected at Guy's Hospital, in St. Thomas's Street, thirty years later

THE ARMS OF THOMAS GUY, LONDON BOOKSELLER AND FOUNDER OF THE HOSPITAL: Thomas Guy made a fortune in South Sea stock in the early days of the eighteenth century. He founded the famous hospital and left it an endowment of £200,000

GEORGE I OVERLOOKS BLOOMSBURY SQUARE: The spire of St. George's Church in Bloomsbury has been recorded by Hogarth in the background of his picture "Gin Lane"

THE CHARTERHOUSE STANDS IN THE VERY HEART OF LONDON: This beautiful old building was damaged by fire during the 1940 raids. Originally a Carthusian priory, founded in 1371, it later became a school. Most of the old buildings were rebuilt after the Merchant Taylors Company had bought the property in 1871

ST. PAUL'S OVERLOOKS THE THAMES: This model of Sir Christopher Wren's great cathedral is to be found on the west side of Vauxhall Bridge

rafalgar Square, where the American ntingent and I departed. What a hance the guide had missed. Perhaps, course, he had not been in London uring the war. . . . Perhaps it was nder instructions. . . . But he played down" the blitz as far as was umanly possible, his only apparent terest being in statues and churches. I would have preferred to hear some uide giving a full-blooded account of hat really happened during the blitz—erhaps one of the N.F.S. or an air-raid arden or an ambulance man.

The second tour was infinitely more teresting and imaginative, though the uide started to ignore the blitz as far as ossible. On this occasion the coach as full of North Country visitors who ad evidently come to see the bomb amage in the East End.

Driving down Holborn, the guide ade no reference to the devastation, hough he casually referred to "That big ole which used to be Thomas Wallis's." n Smithfield we heard all about Wat yler and, a few moments later, of the ious founder of Charterhouse—Sir homas Sutton—when we reached the harterhouse itself. Here, he vouchsafed, This was destroyed during the blitz—ather a pity." In the Barbican he ad to admit that a good impression of the London litz was provided. There was a horrified chorus f "It certainly does," from the passengers. This roved my contention that the sightseers were nterested far more in this aspect of London than in ncient Roman walls, statues, and the like.

Next we heard much about Milton in Bunhill ields, but the coachload was more interested in irty Dick's and Petticoat Lane. Having driven down ommercial Road—"London's ghetto"—we drove hrough Rotherhithe Tunnel before proceeding down velyn Street. The fact that John Evelyn, the hisorian, lived there, interested our guide much more than he presence of the prefabricated houses—which, however, intrigued the passengers far more.

Deptford preceded the Royal Naval College, reenwich, which has remained miraculously intact. Here we alighted and stretched our legs for a few inutes. Up to this point the guide's attitude towards ondon was reminiscent of Marie Lloyd's song—"I 'm ne of the ruins that Cromwell knocked abaht-a-bit." o I asked him whether he always laid such little tress on the blitz damage, because it was clear to me hat my fellow-passengers were much more interested n the bombing than in the historical aspect. He ooked thoughtful and said that as a matter of fact e had been an ambulance man during the blitz before oining the Army and landing in Normandy. "Well, hen . . ." I replied.

We now returned to the motor-coach, and on the ourney back, via Blackwall Tunnel, the guide hesiantly pointed out the bomb scars at each end. The assengers reacted immediately, as I knew they would.

In East India Dock Road, the guide referred to eptember 7, 1940, as being the first of ninety-two onsecutive nights when Londoners could set their atches at 6.30 p.m. by the first Alert—the start of a aid which was liable to continue for twelve hours. he North Country passengers were most impressed, as hey were also by the flattened parts of Pennyfields, y the utterly destroyed Limehouse Causeway, and by he shattered acres of Dockland. The devastation ound Guy's Hospital also shook them, and all chorused heir approval of his sentiments when the guide said hat "he considered the nationalising of the hospitals as a pity, because the hospitals would lose their haracter."

Traversing Boro' High Street, we finally entered ueen Victoria Street—and only then did the guide egin to let himself go on the subject of the blitz. e said that he had been in Fleet Street on the famous night of December 29-30, 1940, and described to his rapt audience how he had seen the waves of flames apparently lapping the actual dome itself of St. Paul's Cathedral. But as soon as we reached the College of Heralds, he at once relapsed into his real love—ancient history.

So we drove back along the Embankment and up Northumberland Avenue, where I emerged.

There was no comparison between the treatment of the two tours, but I still wonder whether the second guide would have given anything like the same amount of prominence to the blitz as he ultimately did had I not suggested it to him. . . .

THE ENTRANCE TO THE CHAPTER-HOUSE OF SOUTHWARK CATHEDRAL: Southwark Cathedral, originally St. Saviour's Church, has been largely rebuilt. This doorway dates back to the early eighteenth century

LAMBETH PALACE: A VIEW OF THE LIBRARY THROUGH THE FIFTEENTH-CENTURY MORTON GATEWAY: The Palace has been the London residence of the Archbishops of Canterbury since the thirteenth century

New Lamps and Old

The ART and PLACE of TROLLOPE

First of a New Monthly Series of Essays by JOHN GORE

ANTHONY TROLLOPE to-day is a little larger than life. While he lived, he was overshadowed by his two great contemporaries Dickens and Thackeray. He died in 1882, leaving behind him in MS. his frank and honest autobiography, by which he dug the grave of his own reputation for forty years. It was published by his son in '83—and Trollope quickly went out of fashion, after a long run of popularity as a novelist high up in the second rank.

Then, a generation later, began the World Wars Era, and the public realised the supreme value as "escape literature" of Trollope's gentle jog-trot and his faithful presentation of a forgotten age of incredible peace—an inexhaustible source of refreshment in forty volumes. By 1922 a reprint of Trollope was a business proposition, and the Oxford University Press began to provide it, the *Autobiography* coming out in that year with an introduction by Michael Sadleir. Another World War has come and gone. Trollope's value was doubly and trebly proved all through the dark years '39-'45. And now in 1946 we are promised another reprint of Trollope's novels, with the autobiography, introduced this time by Charles Morgan, already available.

To-day in 1946 we find this extraordinary position accorded to a novelist "high in the second class": Trollope has outstripped in popularity his two great contemporaries. His circulation almost rivals that of the Bible. Fantastic prices are paid for tattered copies of works which he himself decried, and his first editions are museum-pieces which a few years back could be picked up for a matter of shillings.

Sadleir and Morgan alike have dealt faithfully enough with the curious features and effects of the *Autobiography*. The unforeseen results of Trollope's rare honesty and humility, and, above all, realism, on the romanticism of the mid-Victorians, which had crowned with haloes the chief fiction-writers of their day, have been ventilated *ad nauseam*, and little remains to say about the book.

But in the pages of his forty principal novels there remains of hidden wealth and lost treasure almost as much to rediscover and comment on as there still is in Miss Austen's inexhaustible and well-thumbed Big Five. Almost any writer who has read Trollope's many novels as often and as carefully as I have must find in him a journalist's treasure-house, an inexhaustible stock-in-trade. I could write constantly about his virtues and vices, his value as a social historian, his slips and contradictions, his numberless strokes of genius, his curious mixture of humility and assurance; and it is in my mind, occasionally at least on this page, to use him as my peg.

In this article I propose to treat only of certain obvious instances of his strength and weakness. Mr. Morgan and others have referred to one important fact in his career which influenced his writing and his relations with his contemporaries, and, indeed, created that mélange of humility and assurance which composed his character. *Res angusta domi*—a childhood of poverty and discomfort, and a miserable education at Harrow, where he knew the humiliations which in his day fell to an out-at-elbow day-boy at a proud school—seared his memories and marked him throughout his life. His honesty was natural, his humility was both natural and acquired; his assurance and pride in achievement were in large part his armour and weapon of offence against a world which in his youth had despised him.

The nobility in his character is best evidenced by his fairness and his moderation throughout his novels in his treatment of exalted persons. His genius—the art of guessing *right* in the case of novelists—is nowhere better shown than in his extraordinary insight into the minds and manners of the great noblemen he depicted but rarely met in real life. His weakness as a novelist is shown in the similarity of his "plots" (if plots they can be called), in the too submissive characters of his young heroines, and in the lack of common honour so widely revealed in his young heroes. With the latter, indeed, he almost suggests that it was matter of course for the Victorian lover to be "on with the new" without the slightest effort made to be "off with the old" love. These images of young Victorian England in love (whether of the upper or the middle class) do not ring true. Exceptionally, of course. Generally (as Trollope suggests), certainly not.

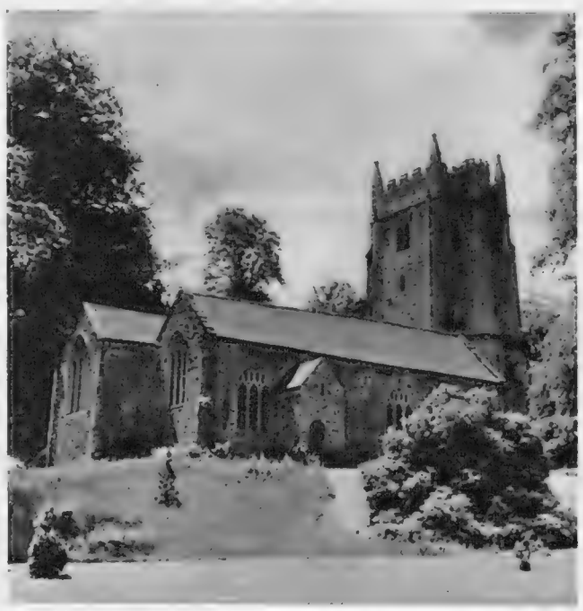
To take three of many of his young men in love or engaged, Phineas Finn, Johnny Eames and Silverbridge. All are held up to us as decent, honest characters, though otherwise very different in nature. Yet Finn, engaged solemnly to marry a little girl in Ireland, makes serious love to two other women in England; Eames, for ever battering at the door of Lily Dale's priggish heart, makes small effort to get out of the toils of a vulgar Bloomsbury siren; and Silverbridge, engaged to a very paragon from the New World, toys with a faded earlier love. Trollope's novels contain several other *jeunes premiers* cast in the same weak or double-faced mould, which this moralist too seldom condemns, as he too little condemns the hero who will not work for his living.

Of his heroines, Lucy Roberts, Mary Palliser, Mrs. Lopes, Mary Lowther and Grace Crawley are cut in much the same pattern, and beat too loudly and long the drum of filial obedience and resignation. It is overdone. It is not true to life. I am a hoarder of old family letters and have a pretty good knowledge of how my own grandfathers and great-aunts lived and spoke and wrote, and I feel quite certain that young men in love in those days were not so often weak and unfaithful, nor maids so submissive, nor, indeed, so little lively, trenchant and revolting in their correspondence and conversation and decisions as Trollope's drawing-room convention suggests. Always, of course, the poor man was handicapped by the requirements and conventions of serialisation in "polite" periodicals. To that fact also we owe those dull and clumsy "parallel" plots which distract attention from the main theme, and those lamentable interruptions wherein the novelist enters the pulpit and declaims against immoral trends and fashions. (But Thackeray was a worse offender in the pulpit.)

Always to the end (and, indeed, Trollope never ceased to improve his art, as the huge tale of his novels piled up), the flashes of genius redeem his lapses and he comes back to the strait path. One of his last novels, published after he had finished his autobiography, contains a greater wealth of brilliant guesses, flashes of genius, than any earlier. *The Duke's Children* is a very finished work of art. I would say that in none of his novels, and perhaps seldom in novel-literature, is there a finer flash than in that club conversation between the Duke of Omnium and his son's shady friend Tifto, at the Beargarden Club. If that passage is not genius, I never met it.

The *Autobiography* is frank, but it is by no means complete in its intimacy. There is certainly some vital autobiographical detail to be gleaned from the novels. The more you read Trollope, the more you are compelled to realise that he was much more a *creator* of character than a photographer—that he was, in short, an artist. On the other hand, I feel no doubt whatever that in his portraits of money-lenders and in his treatment of the scornful hospitality given by great nobles to their humbler neighbours, bitter personal experience guided his brush or pen. These touches at least are photographic and of autobiographical value. But the artist predominated over the photographer and the preacher throughout the vast range of his published novels, so unequal in stature. And always he could, and did, "redeem his fame" and cancel out his lapses by flashes of genius (by "guessing right," as Chesterton defined genius in novelists). To-day it is the critic's duty to keep him *within* life-size. That is large enough for his admirers.

A STORM OVER FLATFORD MILL—THE CELEBRATED SUFFOLK BEAUTY SPOT IMMORTALISED BY CONSTABLE BECOMES A CENTRE OF CONTROVERSY: A new picture of the famous mill and Willie Lott's cottage which, with the approval of the National Trust, have been taken over as a study centre by the Council for the Promotion of Field Studies, geology, botany, zoology and biology being among the subjects selected for research. The National Trust purchased the cottage in 1943, together with Flatford Mill, the Mill House, and sixteen acres of land, but recent visitors have found it impossible to see the interior of the buildings, as they are occupied by the students. They have voiced these grievances in the Press, and on behalf of the National Trust, Mr. Oliver Bevir has declared that there never was any intention of opening the buildings to the general public, "the interiors being of little interest."



THE OLD CHURCH AT COCKINGTON: A venerable feature of the picturesque village which is about to be sold at auction

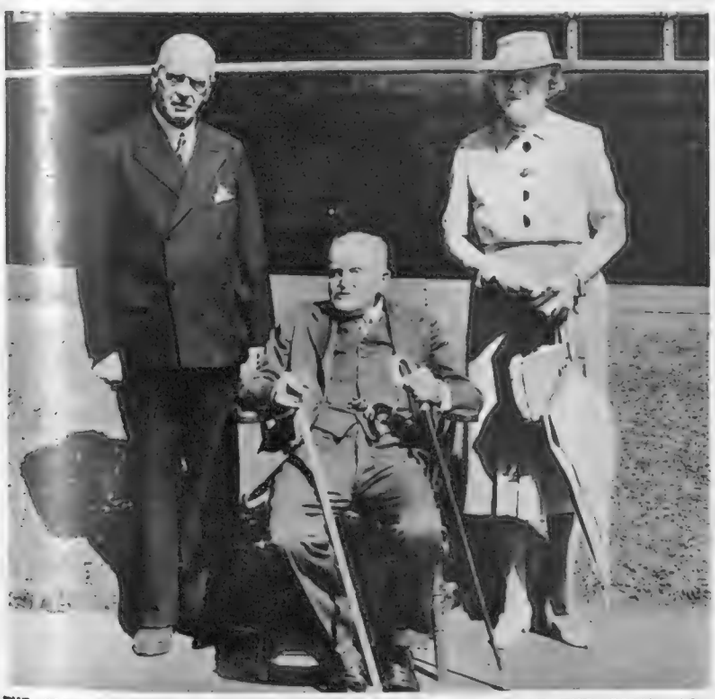
COCKINGTON VILLAGE IS UP FOR SALE: Letters, left by visitors as mementoes under the rafters, are a curious feature of the old thatched forge at Cockington, the Devonshire village which is being put up for auction. The smithy is one of the great show-places of Cockington, and in the summer months it is well known to hosts of visitors to Torquay, being within easy walking distance of the seaside resort. The old forge is also much beloved of amateur artists

PERSONALITY PAGE: Shakespeare in the Grounds of a Sussex School—Princess Elizabeth's Portrait—The MacKinnon comes South—Mistinguette Marries

"A MIDSUMMER NIGHT'S DREAM" AT A SUSSEX SCHOOL: A fairy group in the performance of the play given by students of Heron's Ghyll, Horsham. Titania (Joan Jeffreys) and Oberon (Charlotte de Bathe) are seen with members of their Court, and in the foreground is Bottom (Jane Garner). The play was presented in the open air with a cast of eighty performers, and was accompanied by appropriate selections from Mendelssohn

DUKE THESEUS AND HIS COURT: A group of Mortals in the production of "A Midsummer Night's Dream," given at Heron's Ghyll, Horsham, by eighty members of the school. The part of the Duke was played by Virginia McKenna, niece of Stephen McKenna, the writer

Every year for eighteen years the students of Heron's Ghyll, Horsham, have presented a Shakespearean play in the grounds of the school, and this year, to mark the victory, they gave a floodlit performance of *A Midsummer Night's Dream*, a cast of just over eighty performers appearing before an audience of 400 guests. For the production the players had a natural stage of shaded lawn, and the music of Mendelssohn was relayed through a loud-speaker well concealed among the trees. The whole performance was rated a great success, particular emphasis being laid on the quality of diction



THE OLDEST LIVING TEST CRICKETER COMES SOUTH TO SEE THE GAME: The MacKinnon of MacKinnon, who began playing for Kent in 1875, and was a member of Lord Harris's Test team in 1878-79, seen with his cousin, Mary, Marchioness of Abergavenny, and Mr. R. Saunders Johnson, headmaster of Rose Hill School, Tunbridge Wells, where he was a pupil eighty-nine years ago. The MacKinnon is now in his ninety-ninth year, and first learnt to play cricket at Rose Hill, and during his recent visit to the school he inspected the company of Sea Scouts and addressed the boys. His home is in Morayshire, and during his present visit to the south he is taking the opportunity of seeing some county cricket. The MacKinnon also saw last week's 'Varsity match, when Cambridge (for which he played in 1870) were beaten decisively by Oxford

THE QUEEN AND PRINCESS ELIZABETH VISIT A CHELSEA STUDIO: Mr. Rodrigo Moynihan, the well-known portrait painter, escorting his Royal visitors to their car after the Princess had attended the first sitting for a new portrait of herself. Mr. Moynihan, who several years ago was a leading member of the "Euston Road Group" of artists, has several important pictures in this year's Royal Academy. He is now considered one of the most outstanding younger artists working in London

A VETERAN STARS IN PICTORIAL RADIO: Sir Seymour Hicks being televised at the London Television Studios, Alexandra Palace. Sir Seymour, who is now seventy-five years of age, left England in 1939 to start E.N.S.A. entertainments in the Middle East, and he played a big part throughout the war in catering for the leisure hours of the troops in Africa. Sir Seymour is one of the real veterans of the British stage, for more than fifty years ago he was the principal comedian at the Gaiety in London

THE MARRIAGE OF MISTINGUETTE: The French comedienne, who is over sixty years of age, with her husband, Lino Cerenzio (right), the Italian tenor, following their arrival in Rome. They are being interviewed by an Italian journalist to whom they confirmed the fact of their surprise marriage. Mistinguette, who has never been married before, has been a celebrity of the French theatre since Edwardian times. Her publicity agent never tired of telling the public for how much her legs were insured

The World of Books—By Vernon Fane

THE STORY OF BEATRIX POTTER

The Author of Children's Stories Had Much to Contend With in Her Victorian Home Amid Repressive Surroundings

THERE is no well-appointed nursery in the British Isles or Dominions, or in the United States, without a set of Beatrix Potter's little books for children. I make this statement categorically, because to me a nursery without them could never be called well appointed or even complete. Her *Tales of Peter Rabbit* and *Jemima Puddleduck* and *Mrs. Tiggy-Winkle* (my favourite) don't even need to be classified as Required Reading; they are read as naturally as meals are eaten, but, if my memory serves me, with a good deal more enjoyment.

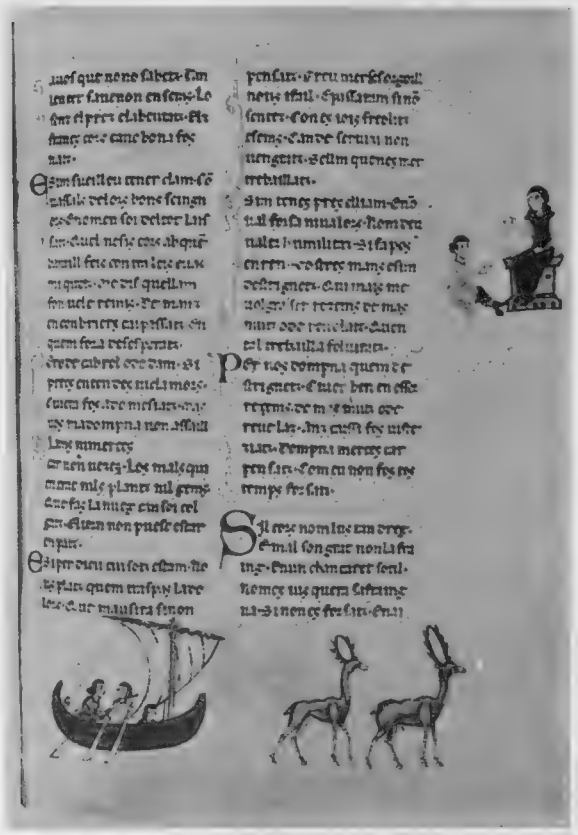
Their creator was a quiet lady who led a retired life until middle age, under the absurdly repressive influence of her father and mother; rich Victorians, whose set ways took them from Bolton Gardens to the rented house in Scotland, or the Lake Country and back to Bolton Gardens. It was the dullest life imaginable for a creature of talent and imagination, but Beatrix Potter seems to have lived it peaceably and with an undeserved respect for her parents. She was middle-aged before she acquired the little cottage near Windermere, which was for her more than a speculation, "a symbol, representing more than one smothered element in her nature. It stood for important decisions and delicate choice, and though decisions and choice produced their fruit only after many years, her emotions about Hill Top were to the end so complex and intense that the sensation of that first breakaway, that grasping of life in the country that her heart chose, never completely faded."

Even so, with the cottage in her possession, Beatrix Potter was not yet able to live in it, her family still demanded her attendance on them and she could do no more than furnish the little house, install a tenant farmer and visit it from time to time. Her only other form of release found expression in the exquisite little water-colours she would draw of animals, of minutely detailed fossils, and of the life she observed in fields and hedgerows.

Some of these drawings went into letters to children, and in 1893 she wrote to a little boy who was ill in bed a letter illustrated with her drawings, and beginning with that sentence now familiar to three generations of children, "Once upon a time there were four little Rabbits, and their names were Flopsy, Wopsy, Cottontail and Peter."

That letter was to change her life profoundly, for it contained the outline of her first book, which at first she caused to be privately printed and sold to acquaintances, two or three copies at a time, and which has since sold in its hundreds and thousands all over the world. **THE TALE OF BEATRIX POTTER** (Warne. 12s. 6d.) tells of this rise from polite obscurity to the fame that would always remain a little unbelievable to the author of *Pigling Bland*, and tells it in the best traditions of biography. Miss Margaret Lane has described her book as modest and unsensational, and in one sense it is just that, as befits its subject. But it is also exquisitely perceptive and written with a tenderness and a humour that are peculiarly this author's own.

There is no need for me to recommend this book to anybody with a growing family at hand, but to those whose childhood was so ill-planned that it never included a study of her works, I do in sincerity recommend *The Tale of Beatrix Potter*. They might also care, while there is yet time, to repair earlier omissions and read the little books themselves.



A SONG-BOOK OF THE MIDDLE AGES IN THE LONDON SALE-ROOM: A page from the collection of Provencal poems and songs of the old troubadours which was sold recently for £7,500 at Messrs. Sotheby's, the purchaser being a representative of Dr. Rosenbach, of Philadelphia. The book was decorated by some unknown artist in the fourteenth century, and it contains 453 poems of great importance in the study of Provencal literature. The early history of the MS. is unknown. The portraits of the troubadours and other illuminations are painted on blue backgrounds with the greenish flesh-tints characteristic of the Italian miniaturists who worked in the fourteenth century

Mr. Liam O'Flaherty has his own version of how the weapon of isolation was first planned and brought into action in Ireland, before being used by the Irish Land League against one Captain Boycott. **LAND** (Gollancz. 9s.) is his new novel and one to recommend. It is the story of a man returning to his family's home in County Mayo after twenty years of exile in Paris, bringing with him his only child, a beautiful young girl. Their small household is run by his spinster sister, and, for the first months after his arrival, is imbued with the man's mood of mocking and detached cynicism.

However, he is quickly shaken out of this attitude by his dislike of the present owner of the old family mansion and property, a brutish, self-made man who arrived from England, and has amassed a fortune by his wits and by brutal exploitation of the peasants. After a bad harvest and falling prices with rising rents and wholesale evictions, the peasants generally have been driven to the conclusion that they must either fight the landlords or perish. The returned exile finds himself taking their part, and suggests the use of a new weapon, that of isolation. This first proves effective in the case of an informer who is driven to suicide, and later, with results as violent, on the Englishman himself.

Mr. O'Flaherty tells his grim story inimitably and brings to it a quite remarkable balance of judgment. The really comic situations that arise even in a tale of this sort come naturally, and the author's political bias is not too evident. I read it with considerable interest, although stories of the Irish and their troubles could generally find much easier audiences than myself.

Mr. Hugh McGraw has the unusual talent of making one of the least remarkable sections of English life appear interesting, amusing and altogether worth reading about. His literary excursions are usually into the world of small businesses and equally small business-men. It is as if Mr. McGraw had taken up the challenge that we were a nation of shopkeepers, accepted it, and set out to prove that there were stories in the lives of those shopkeepers every bit as entertaining as in the lives of the once idle rich. In his new novel, **THE UNWARY** (Michael Joseph. 8s. 6d.), the shopkeepers are replaced by technicians and promoters in an equally modest scale.

They live and have their being in outer industrial suburbs, they wear the ties, I have Mr. McGraw's word for it, and speak with the accents of second-rate public schools, and their children take part with enthusiasm in the dances and discussion groups of the local Youth Clubs. If that sounds dull to you, read this novel for revelation. It will at least convince you that it was Wilde, and not Mr. McGraw, who said, "West Kensington is a district to which you drive until the horse drops dead, when the cabman gets down to make enquiries."

STILL THEY SMILE (Macdonald. 8s. 6d.) is, I am sorry to say, a formula story, and therefore the ingredients are pretty familiar to the practised and persistent reader. Mr. Peter Conway writes of a test-pilot in love with a woman who has an equal share of glamour and ambition, and who urges him to make a particularly spectacular flight in an unproved aircraft. He crashes, and when he recovers finds that he is hideously disfigured, upon which the beautiful lady leaves him, and he, reasonably embittered, decides to become an active enemy of Society.

His first attempt at this is rather a flop. In the mask which he now habitually wears he tries to do a cat-burglar's job, but is caught by a blind girl, who subsequently talks him out of his chosen career and marries him. From then on, and even before then, there are no surprises, though there are possibilities in the idea of the girl whose world is all darkness and dreams and sounds. Mr. Conway writes with assurance, however, and his novel is consequently readable to a high degree. But I still think that with his technical ability he could produce something better.

The mystery of Miss Hilda Lawrence's thriller, **BLOOD UPON THE SNOW** (Chapman and Hall. 8s. 6d.), was not, as far as I was concerned, the identity of the multiple murderer, but the means by which good meals and hot bath-water could be provided to a large party of people in a country house in the depths of a snowy winter, considering the fact that the domestic staff were being slaughtered at the rate of one a day.

Apart from this unworthy doubt, I enjoyed the book considerably and found it ingenious and even mildly exciting.

GONE AWAY WITH O'MALLEY (Hurst and Blackett. 16s.) is the record of seventy years in the life of an Irish sportsman, Mr. Middleton O'Malley Knott. As a boy of ten he decided to become the greatest gentleman jockey in Ireland, and although he never achieved this ambition, his first love has been his constant love, and riding, racing, horses and horsemen have remained the dominant interest in his life. This is his autobiography, and it is as packed with anecdotes as one would expect from a true Irishman who had followed his chosen career.

A great part of his life has been spent in America, where he served an apprenticeship at the New York Veterinary College, and subsequently became established as a veterinary surgeon in New Jersey. Since then he has undertaken to interest that part of the world in riding to hounds and has had a hand in founding most of the hunts there.

ODHAMS' DICTIONARY OF THE ENGLISH LANGUAGE (price 12s. 6d.) is a new, illustrated reference work and the first publication of its kind since the war. The dictionary is the product of eight years' patient research by two of Britain's most distinguished philological scholars, A. H. Smith, Reader in English at University College, London, and J. L. N. O'Loughlin, Lecturer in the English Faculty and Librarian of the English Library at Oxford. During the past decade many new words have come into use and many more have acquired fresh nuances of meaning, and the editors have paid particular attention to this phase of their compilation. The dictionary contains 1,280 pages and nearly 80,000 entries. Over 12,000 illustrations have been drawn specially for the work and are used wherever pictures will aid the definitions.

BACK IN THE SADDLE: A sight that will be welcomed by many of our motorists. Some of the first 400 of the 1,500 ex-Servicemen to become Automobile Association road scouts seen after they had taken over their B.S.A. machines at a Midland depot. They will shortly be detailed to routes in all parts of the country

The SHAFTESBURY HOMES & "ARETHUSA" TRAINING SHIP

Going for a holiday? Have you ever thought that there are little children who do not know what that means? Who have never seen the sea? There are many such in the care of The Shaftesbury Homes. A little gift will bring a lot of sunshine. Please help. Head Office, 164, Shaftesbury Avenue, London, W.C.2.

A new route? Not to the captains and crews of B.O.A.C. who have been flying the North Atlantic for nine years. It was B.O.A.C. who first opened the North Atlantic as a two-way, all-the-year-round air service — and for two years flew it alone. What's new is this: that at last, and from July 1st, you needn't have a priority.

B·O·A·C can now fly YOU to NEW YORK

Here are the details. Aircraft are Constellations, seating some 40 passengers with a crew of 8. Frequency is twice a week each way, rising shortly to a daily service. Seats can be booked at all B.O.A.C. Appointed Agents. Meals are on the ground at Shannon and Gander. Tea, coffee, snacks and drinks in flight. Tip-up seats for sleeping. And, ladies and gentlemen — you may smoke!

U.S.A. SPEEDBIRD ROUTE

ndon–Prestwick–
nder–New York
vice begins
rtly.

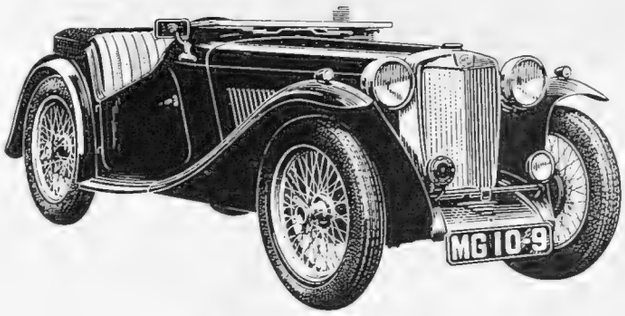
Westwards Timetable		Eastwards Timetable	
London 10 p.m. / New York 12.45 p.m.	Local times	New York 2.30 p.m. / London 12 noon	Local times
Total elapsed time 19 hrs. 45 mins. Time in the air 17 hrs. 15 mins.		Total elapsed time 16 hrs. 30 mins. Time in the air 14 hrs.	

On the Ground
1 hr. 15 mins. at Shannon (Eire) 1 hr. 15 mins. at Gander (Newfoundland) on both Westward and Eastward flights

BRITISH OVERSEAS AIRWAYS CORPORATION

MG

Maintaining the Breed



Descendant of a family of thoroughbreds, the MG T.C. Series Midget possesses all the stamina and resilience of its predecessors. Easy to handle, with lively power, rapid acceleration and lightning response to controls.

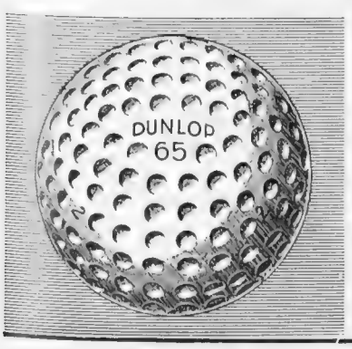
Safety fast!

THE MG CAR COMPANY LTD., ABINGDON-ON-THAMES, BERKS.

OVERWHELMING SUCCESS

for the post-war Dunlop '65'

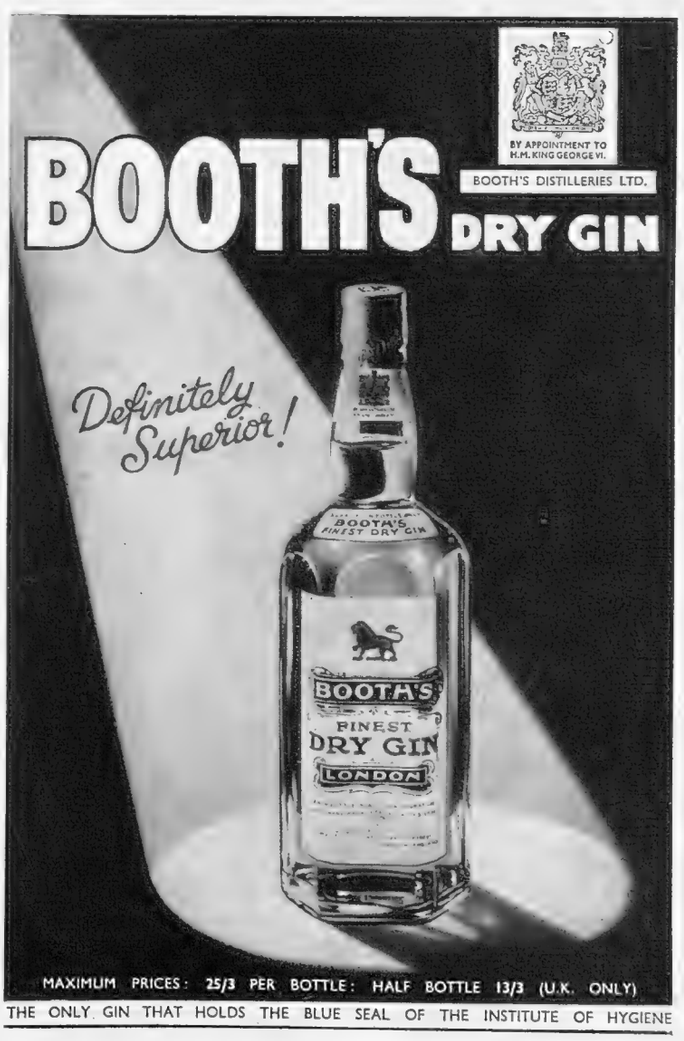
The Open Championship	Dai Rees's brilliant record round of 67 and A. D. Locke's record round of 69 both made with Dunlop. Seven out of first nine, including two out of first three, played Dunlop '65.'
The Amateur Championship	6 out of last 8, including winner, played Dunlop.
English Amateur Close Championship	Both Finalists and 70% of all the competitors played Dunlop.
Dunlop Southport Tournament	Winner M. Faulkner. First 7 and 75% of the 43 qualifiers played Dunlop.
Yorkshire Evening News Tournament	Winner A. D. Locke, 5 of the first 6 and 30 of 43 qualifiers played Dunlop.
Brand-Lochryn Tournament	Winner A. D. Locke, 7 of first 8, 74.4% of final day competitors played Dunlop. Course records, A. D. Locke 69, J. J. Busson 68.



In addition, 23 County and other championships have been won with the Dunlop '65' in 1946.

Dunlop '65'

46/S/52B



THE ONLY GIN THAT HOLDS THE BLUE SEAL OF THE INSTITUTE OF HYGIENE

R. O. Y. G. B. I. V.

Red, orange, yellow, green, blue, indigo, violet ; these are the colours of the rainbow which Newton flashed from the bevelled edge of a mirror when he made his famous researches on light. Since then, the study of colour has travelled a long road. It has become a methodical and precise branch of physics which the chemist is exploiting. It demands instruments of precision, such as the absorptiometer illustrated above. This is employed to measure with exactitude the intensity of the colour of a solution. For example, it may be desired to follow closely the rate at which a fabric is being dyed under given conditions. This can be done by withdrawing samples of the dyeing liquor at suitable intervals of time and measuring the intensity of their colour. The absorptiometer is admirable for the purpose. In the centre, a source of light throws out beams on either side. These pass through adjustable apertures and strike photo-electric cells. A sample of the dye liquor is placed in front of one cell and the aperture in front of the other cell is adjusted until the two cells give exactly equal readings. The sample is then removed and the readings of the two cells are again brought to equality by adjusting the aperture on the first cell. The degree of adjustment that must be made on this aperture is a measure of the intensity of the colour of the sample of dye liquor, and from this the rate of dyeing can be estimated. Just as British chemists discovered synthetic dyes, so they are today taking the lead in developments in the physical measurement of colour.

ICI

RICHARD CRITTALL & CO. LTD. · SPECIALISTS IN WARMING & AIR CONDITIONING

RICHARD CRITTALL & COMPANY, LIMITED, SPECIALISTS IN COOKING APPARATUS AND KITCHEN EQUIPMENT

RICHARD CRITTALL FOR CONTROLLED WARMTH

HE'S PAID TO SAY IT!

'TWILL PAY YOU TO REMEMBER IT!

RICHARD CRITTALL & COMPANY, LIMITED, SPECIALISTS IN PANEL WARMING AND ENGINEERING SERVICES

RICHARD CRITTALL & CO. LTD., 154 GT. PORTLAND STREET, LONDON, W.1

HERE AGAIN

NOW FOR A GENUINE 'PINK GIN'

ANGOSTURA aromatic bitters

NOW AVAILABLE:

Angostura aromatic bitters is now available : if your usual Wine Merchant cannot supply you we invite you to send his name and address to Angostura Bitters (London) Ltd., 83, Cannon Street, E.C.4

WILLS'S Embassy

LARGE SIZE- MILD FLAVOUR

PLAIN OR CORK TIPPED

20 for 2'4

W. D. & H. O. Wills, Branch of The Imperial Tobacco Company (of Great Britain and Ireland), Ltd.
E.M. 27-7

KERFOOTS

MEDICINAL

LOZENGES

based on the skill and experience of three generations

THOMAS KERFOOT & Co., Ltd.
Vale of Bardsley · Lancashire

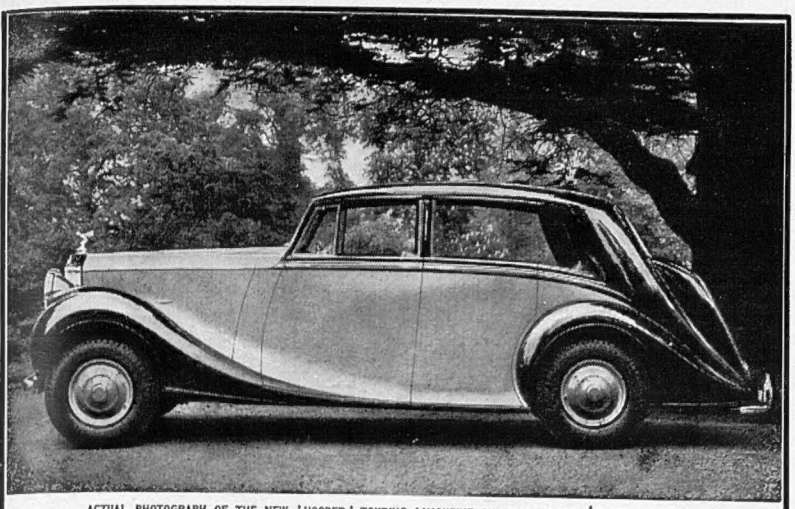
KG25

Hurrah, BERMALINE BREAD for tea!

Good, pure, delicious food. A treat to eat— and easily digested.

Baked by good Bakers everywhere.

Enquiries to:
MONTGOMERIE & CO·LTD·IBROX·GLASGOW.



ACTUAL PHOTOGRAPH OF THE NEW 'HOOPER' TOURING LIMOUSINE ON ROLLS ROYCE 'SILVER WRAITH' CHASSIS 1946

HOOPER

THEIR MAJESTIES' COACHBUILDERS

Retailers for

ROLLS ROYCE, DAIMLER, BENTLEY

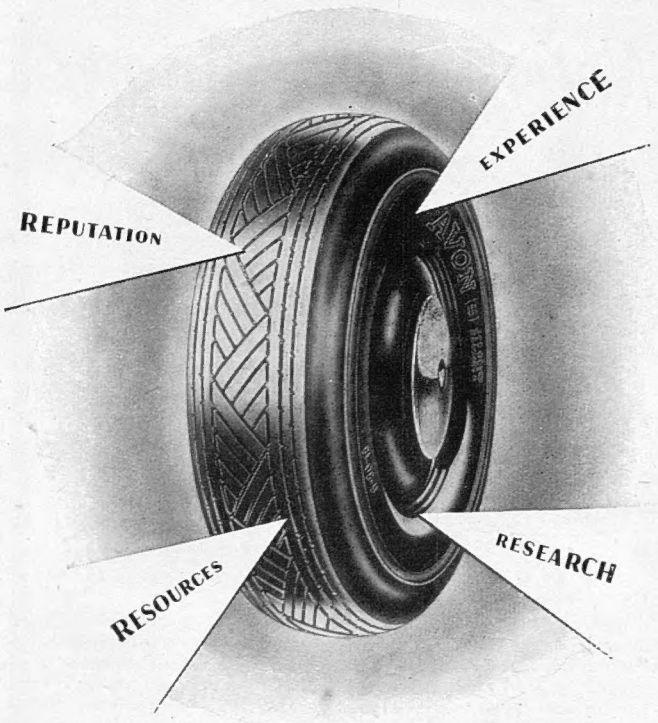
Why not also buy your small car from us?
We are agents for

LANCHESTER · STANDARD
AUSTIN · TRIUMPH
ARMSTRONG SIDDELEY

HOOPER & Co. (COACHBUILDERS) LTD.
4 ST. JAMES'S STREET, S.W.1. TEL: REGent 3242

DIEU ET MON DROIT

BY APPOINTMENT TO
H.M. THE KING
COACHBUILDERS AND
MOTOR BODY BUILDERS



IT TAKES MORE THAN RUBBER...

to achieve the excellence which is built into every Avon product. Not only the employment of the highest quality materials, but also the skill and knowledge developed during 60 years of scientific research and experience all contribute their part . . .

TO MAKE THE *Silent* **AVON**

THE AVON INDIA RUBBER CO. LTD., MELKSHAM, WILTS. EST. 1885

Ought one to like rushes in vases, regency drapes, bits of chi-chi? Or would clinical-looking "modern" furniture be safer? It should be just as you like in your bedroom, your own private setting for your own private life. Soon you'll be able to make your bedroom as personal as your fingerprints with new Sundour fabrics . . . colourful, delightful to live with.

Sundour

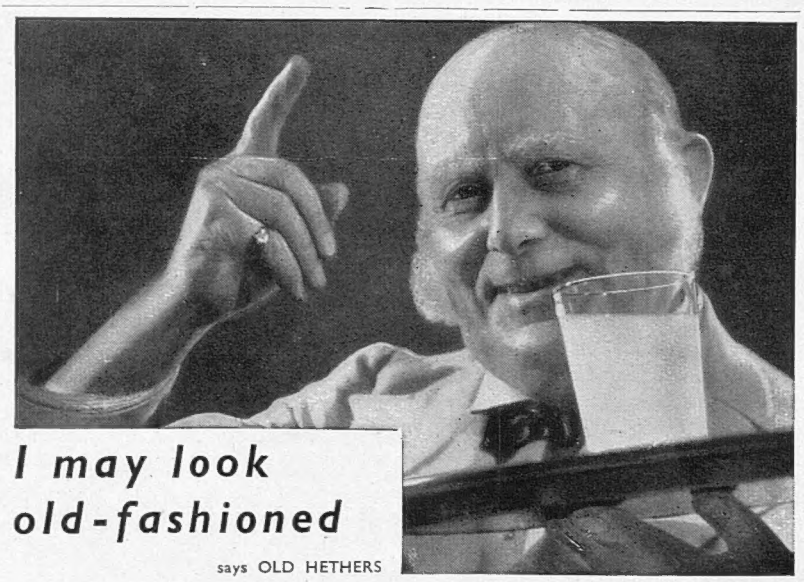
FINE FURNISHING FABRICS

OP—N8

"Boys and girls come out to play"

How they run and shout and laugh and kick and slide. Bless them, they're happy! But what a world of washing, cleaning, cooking, mending, to keep 5,500 children happy and healthy. Mothers know what that means. And fathers and mothers can guess what it costs. Will you please send us your donation today?

GIFTS gratefully received by the Secretary, W. R. Vaughan, O.B.E., Church of England WAIFS & STRAYS SOCIETY, OLD TOWN HALL, KENNINGTON, S.E.11



I may look old-fashioned

says OLD HETHERS

but I'm all for modern methods—yes, even when it comes to making barley water! You don't imagine I use the old-fashioned pearl barley, do you, when there's a tin of Robinson's 'Patent' Barley in the shop round the corner? Not me, madam. There's no stewing and straining with Robinson's—it's so fine-ground. Just follow the simple directions and you can't go wrong . . . Mind you, when I'm able to get their ready-made barley water in bottles again, I'll let Robinson's do the work!

Barley Water from

ROBINSON'S

'PATENT' BARLEY

CVS-94

A Noteworthy Camera

The Ensign Commando *is* noteworthy because its combination of refinements is found in no other camera. This combination includes : the Ensar Anastigmat F/3.5 lens ; the Epsilon between-lens shutter, proved by independent tests far more accurate than any Continental type ; back focusing ; coupled range-finder ; and automatic film wind—these are some of the principal features which, coupled with the excellence of finish and manufacture, make the high-precision Commando the choice of connoisseurs.

The Commando takes 12 pictures 2¼″ x 2¼″ or 16 pictures 2¼″ x 1⅝″. Price £50 8s. 8d., inclusive of Purchase Tax.

Ensign

COMMANDO

BARNET ENSIGN LTD., WALTHAMSTOW, LONDON, ENGLAND

When man escapes from his daily cares, Austin Reed's clothe him with informal ease to enjoy his pastimes and his leisure.

AUSTIN REED

OF REGENT STREET

LONDON AND PRINCIPAL CITIES · LONDON TELEPHONE : REGENT 6789

Also a choice selection of quality Wines, Spirits, Brandies, Gin, Whisky, Sherries, Liqueurs, Ports, Champagnes, etc.

Special Quotations for Hotels, Canteens, Restaurants and the Trade.

Write for price list or call

ORIA

WINE COMPANY LIMITED

44, SOUTH AUDLEY ST., LONDON, W.1

Telephone : GROsvenor 4817/4647

Telegraphic Address : Sheriport. Audley, London

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1.

Unlike the new Opera House at Stockholm, which has expanding and contracting walls, the

NORFOLK HOTEL, BOURNEMOUTH

One of Britain's finest hotels

has as yet no such facilities, so Mr. and Mrs. F. J. McInnes, the active proprietors, regret that they have so often to refuse would-be visitors.

WALDRONHYRST HOTEL,

BRAMLEY HILL, CROYDON, SURREY

First-class hotel in salubrious surroundings, Tennis, Croquet and Putting. Excellent Cuisine, Private Suites. Terms from 5 gns. 'Phone : Cro. 2641/2.

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's throw from St. James's Park, Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 16s. 6d. per night. Tel. : WHItehall 3176.

THE COMPLEAT ANGLER, MARLOW

the popularity of which is well known, provides a respite from the domestic front on the most beautiful reach of the Thames Valley. Good food and a well-stocked Bar are combined with comfort. Every effort is made to receive visitors at short notice. Tel. No. : Marlow 15 and 444.

MOOR HALL HOTEL & COUNTRY CLUB

NINFIELD, Sussex Here, 250 ft. up, facing due south, you can spend a well-earned leave. Fresh produce from our own farm and gardens. Riding, fishing and rough shooting. Dancing. Trains met Bexhill or Battle. From 5½ gns. Tel. : Ninfield 330.

CLEVELANDS HOTEL NORTHAM, WESTWARD HO! N. DEVON

Luxuriously furnished Hotel and Country Club, in park of 12 acres. Beautiful glassed-in verandah suntrap. Mile from Bideford and Westward Ho!, frequent bus service. Now under the personal direction of Mr. Ian W. D'A. Black, late of The Old House, Windsor. Tel. : 300 Northam.

QUEEN'S HOTEL, PENZANCE

Bathed in sunshine, overlooking Mount's Bay. The best headquarters for seeing the Cornish Riviera, from St. Ives to Land's End and the Lizard. Write Manager.

THE COUNTY HOTEL, ROTHBURY

NORTHUMBERLAND

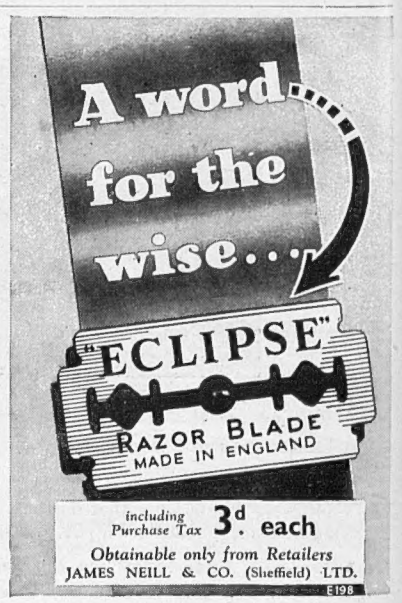
For bracing air and glorious scenery, Good Food, Own Garden. Fully Licensed. H. and C. and Electric Radiators all bedrooms. Cocktail Lounge. Telephone and Telegrams : Rothbury 6. A.A.*** R.A.C. and Veteran Motorists.

FUIDGE MANOR, IN MID-DEVON, NR. SPREYTON

Warmth, Comfort, and the Best of Food and Cooking in a bracing climate. Club Bar, Billiards, Squash, Tennis, Riding, and Rough Shooting. Ideal for Leaves and Demobilisation Holidays. Whiddon Down 205.

SWANAGE. GRAND HOTEL

Redecorated. Over 80 bedrooms, mostly facing the sea and the South. Own private steps to sandy beach. Fully licensed. Cocktail Bar. Poultry and Garden Produce from our own farm. From 30s. per day. Apply to : L.H.S. Ltd., 185, Dorset House, London, N.W.1. (Wel. 3836.)



PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, JULY 20, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.

As lasting as lovely

Once you bought "Conlowe" just for beauty, yet behind this loveliness lie the lasting qualities which make these garments of supreme coupon value.

CONLOWE REG'D RAYON

★ CONLOWE LIMITED · CONGLETON · CHESHIRE · ENGLAND

©

Twenty you can't hole it!

Reserve your Escudos for those who deserve them! Escudos are very good cigarettes indeed, blended with extra care to give extra pleasure to Virginia smokers who can appreciate distinction. Slightly bigger than normal—and very much better.

COPE'S *Escudo* CIGARETTES 20 for 2/6

Milk of Magnesia (Regd.) Tablets

By effectively correcting acidity 'Milk of Magnesia' Tablets give prompt relief from indigestion. They are convenient to carry and may be taken as required.

Recommended by Members of the Medical Profession.

'Milk of Magnesia' is the trade mark of Phillips' preparation of magnesia.

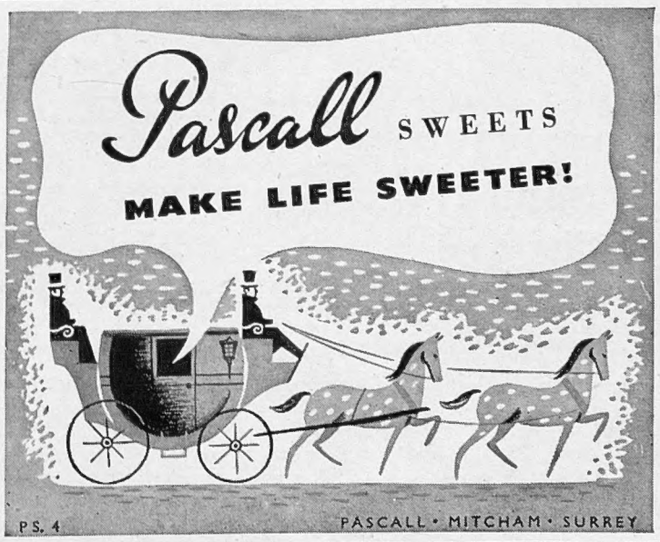
• RICARLO • THE KING OF APERITIFS • RICARLO •

bon appétit!

Ricarlo neat or with gin is a favourite aperitif in West End Bars, Hotels & Restaurants. Also from Wine Merchants Off-licences & Stores

(RICARLO)

• RICARLO APERITIF • RICARLO APERITIF •



SUPERLATIVE QUALITY AND DESIGN

IN NORMAL TIMES THE BEST SHOPS HAVE THE VALSTAR "777" RAINCOAT—SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED

VALSTAR LTD., SALFORD 6, Lancs.

Also at 314 Regent St., London, W. 1

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

UNDER THE SYMBOL OF THE AMBER CROSS

L.S.T.'s adrift in mid-ocean, caused by badly designed filters, were only able to get under way again after fitting Vokes Filters specially flown out from England. Vokes Scientific Filtration, symbolised by the Amber Cross, is today bringing new conceptions of efficiency and protection to all Industries. There is not a trade that cannot benefit from the adoption of Vokes Scientific Filtration. For dust, the great destroyer, meets its Waterloo under the symbol of the Amber Cross.

The Vokes E.8IF/10552 Twin Fuel Oil Filter *with a capacity of 70 G.P.H. (1 ft. head). One unit always in operation.*

VOKES

SCIENTIFIC *filtration*

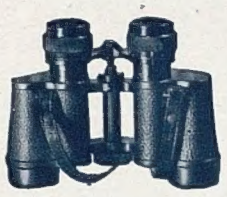
The Amber Cross, symbol of Vokes Scientific Filtration, helps lengthen the useful life of men, machines and materials.

VOKES LTD., GUILDFORD, SURREY. Pioneers in Scientific Filtration

Also at Paris, Brussels, New York, Sydney, Toronto Johannesburg & Bombay

GD26

KERSHAW'S BINOCULARS



The "OLYMPIC" (8 x 30) Coated Lenses and Prisms, centre focusing. Price £23, including leather case, sling and purchase tax.

These two glasses are now both offered with coated lenses. Coated lenses allow approximately 40% more light to pass through the optical system and greatly increase colour contrast.

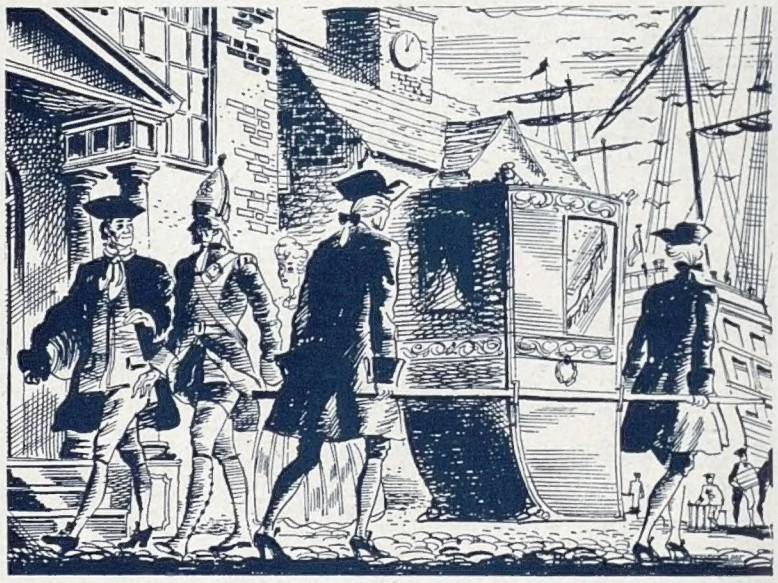
KERSHAW

The "MONARCH" (10½x40) Coated Lenses and Prisms, centre focusing. Price £28, including leather case, sling and purchase tax.

KERSHAW-SOHO (SALES) LTD.

MORTIMER HOUSE, MORTIMER STREET, LONDON, W.1.

WM. SANDERSON & SON, LTD., LEITH



A Great Inheritance

The foundations of Lloyds Bank are firmly rooted in the past. It inherits great traditions of which it is proud.

But it is most proud of the tradition which insists that it shall always look towards the future. It is responsive to change, marching with the times, increasing the efficiency and versatility of its services as often as modern conditions demand.

Tradition stabilises. Enterprise enriches. Lloyds Bank has both.

LLOYDS BANK LIMITED

HEAD OFFICE: 71 LOMBARD STREET, LONDON, E.C.3

1677

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, JULY 20, 1946. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.